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THE TRANSPORT COMMISSION

REPORT FOR YEAR 1979-80

Presented to both Houses of Parliament pursuant to section 40 of the Transport Act 1938

By Authority:
I. C. CARTER, Acting Government Printer, Tasmania

Office of the Commissioner for Transport,
1 Collins Street, Hobart 7000
26 May 1981

The Honourable M. W. FIELD, M.H.A.,
Minister for Main Roads and Transport,
Parliament House, Hobart 7000

SIR,

In accordance with section 40 (1) of the Transport Act 1938, we have the honour to submit for presentation to Parliament our Report for the year ended 30 June 1980, together with a copy of accounts approved by the Auditor-General.

Yours faithfully,
R. W. J. MORRIS, Commissioner.
A. L. FISHER, Associate Commissioner.
A. J. PEDDER, Associate Commissioner.

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THE TRANSPORT COMMISSION

Report for year ended 30 June 1980

ADMINISTRATION

TRANSPORT COMMISSION

Commissioners: A. J. PEDDER, M.C.I.T., (acting until 20 February 1980

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A. J. PEDDER, M.C.I.T. (from 21 February 1980)

SECRETARIAT BRANCH

Secretary: A. J. PEDDER, M.C.I.T.

Solicitor: F. N. JOUGHIN, LL.B., F.C.I.T.

Economist: B. J. LYNCH, M.Sc., B.Ec., D.P.A., M.C.I.T. (until February 1980)

ROAD TRANSPORT BRANCH

Administrator of Road Transport and Registrar of Motor Vehicles: A. L. FISHER, B.E., F.C.I.T.

Executive Engineer: T. O. EATON, M.I.E. (Aust.), M.C.I.T.

Manager (Motor Registry): T. H. COUNTY.

Manager (Public Vehicles): R. R. GOODLUCK, M.C.I.T.

FINANCE BRANCH

Chief Accountant: D. T. YAXLEY, A.A.S.A., M.C.I.T.

Accountant: L. K. BETTS, A.A.S.A.

SHIPPING SERVICES BRANCH

Director of Marine: T. MOREHEAD, Cmdr. R.A.N.R., Extra Master Mariner.

Manager (Operations): N. A. MACMILLAN, A.D.C., R.D., Cmdr. R.A.N.R., Master Mariner.

Manager (Commerical): T. J. TURNER.

PRECISION TOOL ANNEXE

Manager: J. D. GOUGH.

TRANSPORT POLICY UNIT
(Established March 1980)

Director: B. J. LYNCH, M.Sc., B.Ec., D.P.A., M.C.I.T.

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ROAD TRANSPORT BRANCH

MOTOR REGISTRATION SECTION

REGISTRATION OF MOTOR VEHICLES

Vehicle registrations, including renewals (tractors and trailers excluded) totalled 231 541 in 1979–80, exceeding the number registered in 1978–79 by 5 628 or 2·5%, see Appendix 2.7.

New vehicles accounted for 17 500 registrations, a decrease of 485 or 2·7% on the previous year.

On the other hand the number of new motor cycles registered rose sharply (25·6%). This year 1 020 new motor cycles were registered compared with 812 in 1978–79.

During the year 1 341 permits were issued for the movement of unregistered motor vehicles on public streets.

Under the 'restricted registration' system 116 vehicles (including farm motor cycles) received exemption of motor tax and also qualified for a reduced no-fault insurance premium rate.

ISSUE OF DRIVERS LICENCES

Drivers licences, including renewals, issued during the year numbered 228 251, an increase of 6 034 or 2·7% over 1978–79. Of these, 16 732 were new licences, a decrease of 359 or 2·1%.

Of the 19 004 optional 1, 2 or 3 year licences issued, 7 511 were for 2 years and 11 493 for 3 years.

DRIVERS LICENCE DISQUALIFICATIONS

During the year 5 924 persons were disqualified from holding drivers licences for drink/driving offences, demerit points disqualifications, and offences which included speeding, driving whilst disqualified and failing to obey road signs and traffic signals.

	1975-76	*1976-77*	*1977-78*	*1978-79*	*1979-80*
Disqualified for drink/driving offences	2 995	2 619	3 453	4 018	3 853
Demerit points	458	708	1 108	1 292	1 223
Other offences	1 818	1 864	2 252	2 423	1 874
TOTAL	5 271	5 191	6 813	7 733	6 950

Demerit points disqualifications for the prescribed period of 90 days are analysed below:—

	1975-76	*1976-77*	*1977-78*	*1978-79*	*1979-80*
9 points in 3 years	458	603	701	792	827
*4 points in 1 year (provisional licence holders	....	105	407	500	396
TOTAL	458	708	1 108	1 292	1 223

* introduced 22 December 1976.

The total of 6 950 licence disqualifications in respect of the period of disqualification imposed and the licence status is analysed below with the 1978–79 figures shown for comparison.

PERIOD OF DISQUALIFICATION

	1978-79	*Per Cent*	*1979-80*	*Per Cent*
90 days (demerit points)	1 292	16·7	1 223	17·6
0–3 months	616	8·0	468	6·7
3–6 months	1 298	16·8	1 260	18·1
6–12 months	1 908	24·7	1 749	25·2
12–24 months	1 518	19·6	1 465	21·1
24 months and over	1 101	14·2	785	11·3
	7 733	100%	6 950	100%

LICENCE STATUS OF DISQUALIFIED DRIVERS

	1978-79	*Per Cent*	*1979-80*	*Per Cent*
Learner (including out of State if known)	295	3·8	226	3·2
Provisional (including out of State if known)	1 548	20·0	1 325	19·1
Ordinary (including out of State if known)	3 863	50·0	3 807	54·8
Driving without a licence (including disqualified)	2 027	26·2	1 592	22·9
	7 733	100%	6 950	100%

RESTRICTED DRIVERS LICENCES

A 'restricted drivers licence' is issued by the Commission following a court order. This type of licence was introduced to overcome unusual hardship resulting from a drivers licence disqualification by permitting a person to drive subject to restrictions imposed by the court.

During the year 836 'restricted' licences were issued. The following table indicates the number of these licences issued during each of the past five years:—

1975-76	*1976-77*	*1977-78*	*1978-79*	*1979-80*
384	689*	713	756	836

* From 22 December 1976 restricted licences became available for offences involving disqualifications in addition to drink/driving offences.

PUBLIC VEHICLE SECTION

ADMINISTRATION

The policy of temporarily interchanging Transport Inspectors between regions was continued during the year for the purposes of familiarisation and uniformity.

Formal training again was provided at the Police Academy and ten officers attended Prosecution and Evidentiary Procedure courses.

Management regularly travelled to regional offices for staff visits, to meet members of the transport industry and to inspect transport facilities.

EQUIPMENT

The program of replacement of sedans with station sedans, a more suitable vehicle for inspection purposes, especially in view of the larger range of sophisticated equipment now required to be carried as standard equipment was continued during the year.

Caravans continued to be used as mobile offices in areas where prolonged inspections were necessary. The use of caravans for night inspections and during inclement weather has obvious advantages for officers.

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Caravans continued to be used as mobile offices in areas where prolonged inspections were necessary. The use of caravans for night inspections and during inclement weather has obvious advantages for officers.

Base radio facilities have improved efficiency in all divisions notwithstanding some difficulties in mobile radio reception in the Devonport area. Relocation of the transmitter tower early in 1980–81 should overcome most of the reception problems.

PUBLICATIONS

During the year a booklet titled ' Schedule of Out of Area Permit Fees for Road Transport of Goods ' was produced by the Commission to assist industry.

FESTIVAL OF TASMANIA AND TASMANIAN ROAD TRANSPORT ASSOCIATION

Transport Inspectors again were invited to carry out safety inspections of vehicles and floats participating in the Festival of Tasmania display on New Years Day.

A ' Back-a-Thon ' event involving reversing prime movers and semi-trailers in a restricted area was conducted again this year by the Tasmanian Road Transport Association. Transport Inspectors were invited to officiate.

VEHICLE INSPECTION STATIONS

In Hobart the ground floor area of the old Sackville Street property continued to be utilised as a parking area for Commission vehicles. Planning for the reconstruction of this property to a modern vehicle inspection station only reached the preliminary stage during the year.

The area presently being used as an inspection station is substandard and unsatisfactory for efficient inspections.

TRAFFIC (VEHICLE LOADS AND DIMENSIONS) REGULATIONS

Prosecutions in respect of overloaded vehicles totalled 843 during the year. A four year comparison of the number of prosecutions and penalties is shown by the following table:—

	1976–77	*1977–78*	*1978–79*	*1979–80*
Prosecutions	382	358	613	843
Fines (including special penalties)	$31 242	$28 830	$73 475	$119 868

In 176 cases where overloads were marginal, written warnings were issued, compared with 143 warnings in 1978–79.

The draw bar length of single and tandem axle trailers was limited to 5 metres, even though special permits were issued for these trailers with draw bars up to a maximum of 6 metres. During the year the regulations were amended allowing for a maximum of 6 metre draw bars.

WEIGHING FACILITIES

As reported last year the Department of Main Roads intended to purchase 26 Swedish manufactured loadometers (TELUB) to replace the existing obsolete mechanical ' Wilcock ' loadometers.

The new TELUB loadometers are now in service and already are proving to be most effective. Field reports comment on the high degree of accuracy of the new devices.

The Commission was fortunate in securing the Australian National Railways Commission weighbridge at Penguin and has since converted it from imperial measurement to metric.

A new concrete and steel vandal proof building at Forest Farm was completed and the weighbridge is now in use.

ISSUE OF NEW PUBLIC VEHICLE LICENCES. TRANSFER OF TRAFFIC AREA AND VARIATIONS TO CONDITIONS

There were 1 421 applications made during the year of which 141 were refused. Of the 1 280 applications approved, 118 were subsequently withdrawn under the provisions of Section 16B of the Traffic Act.

The following table shows the classification of applications for public vehicle licences:—

Type of Licence	*No.*	*Approved*	*Refused*	*Withdrawn*
New licence	1 280	1 140	140	118
Variation of Licence Conditions	99	99	....	....
Temporary Public Vehicle Licences	2	2	....	....
Transfer of Traffic Area	40	39	1	....
TOTAL	1 421	1 280	141	118

The following table shows the number of new public vehicle licence applications for each type:—

Type of Licence	*No.*	*Approved*	*refused*	*Withdrawn*
Cart	1 115	1 020	95	116
Carrier	12	9	3	....
Cart Exemption	7	6	1	....
Omnibus	43	37	6	2
Omnibus Exemption	28	26	2	....
Coach	34	28	6	....
Cab	12	3	9	....
Hire Car	15	5	10	....
Aircraft	14	6	8	....
TOTAL	1 280	1 140	140	118

In addition 1 296 ancillary and 1 033 hire and drive licences were issued.

During the year 58 public vehicle licence hearings were convened to consider objections to applications for the issue of some public vehicle licences.

The hearings determined the following:—

Number Held	*Approved*	*Refused*	*Withdrawn*
58	30	24	4

As a result of decisions made by the Commission 20 appeals were lodged with the Public Vehicle Licensing Appeal Tribunal. Three were upheld and 17 dismissed.

TRANSFERS OF PUBLIC VEHICLE LICENCES

Public vehicle licences transferred during the year totalled 3 398 and included 822 ancillary licences.

VEHICLE INSPECTIONS

The Commission continued its policy of inspecting imported vehicles, interstate vehicles and those unregistered for six months or more.

All public vehicles are required to be inspected prior to the issue or transfer of a licence.

The practice of random inspections of second hand dealers yards was maintained during the year.

Base radio facilities have improved efficiency in all divisions notwithstanding some difficulties in mobile radio reception in the Devonport area. Relocation of the transmitter tower early in 1980–81 should overcome most of the reception problems.

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The practice of random inspections of second hand dealers yards was maintained during the year.

The following table indicates the level of inspection for the past three years:—

	1977-78	*1978-79*	*1979-80*
Total vehicles inspected	4 066	5 877	3 715
Defect and discontinuance notices issued	884	950	497
Percentage of defective vehicles	21·7%	16·2%	7·4%

INSPECTION OF COACHES AND OMNIBUSES

Six monthly inspections of coaches and omnibuses continued during the year with 2 169 inspections being made compared with 1 907 in 1978–79.

The general condition of coaches and omnibuses continues to improve but operators still tend to put off minor maintenance until obliged to do so through inspections.

INSPECTIONS OF CABS AND HIRE CARS

The standard of cabs and hire cars continued to improve during the year with many new vehicles being introduced. The improvement in the standards of vehicles can be attributed to Commission policy which require hire cars to be of a prestige type and generally not older than six years.

The policy regarding cabs is that they generally be replaced every four years.

Policy is flexible and allows for highly maintained and/or lower usage vehicles in excess of four or six years of age to continue operating.

During the year 1 526 inspections were carried out compared with 804 in 1978–79.

INSPECTION OF AMBULANCE VEHICLES

The Commission undertakes the inspection of ambulances at six monthly periods under an agreement with Ambulance Boards.

In 1979–80 51 (68 in 1978–79) ambulance inspections were carried out.

INSPECTION OF GOODS CARRYING VEHICLES

Goods carrying vehicles were checked at random during the year and the gradual improvement in standards continued.

The standard of log trucks is acceptable despite the heavy wear and tear incurred in the logging industry.

INSPECTIONS OF VEHICLES — FATAL AND SERIOUS ROAD ACCIDENTS

Transport Inspectors inspected 104 vehicles involved in fatal accidents (81 deaths) and also were requested to examine 60 vehicles involved in serious accidents.

TRAFFIC INFRINGEMENT NOTICES

The number of infringement notices issued by Transport Inspectors rose from 1 305 and 1 541 in the previous two years, to 1 604 this year.

The use of traffic infringement notices continues to lessen the number of court appearances by Inspectors.

PERMIT FEES

Out of area permit fees collected during the year and paid direct to the State Highways Trust Fund amounted to $1 202 549.

Comparisons of revenue collected over the past four years are shown in the following table:—

	1976-77	*1977-78*	*1978-79*	*1979-80*
Daily permits	599286	757 889	530 413	518 284
Monthly permits			260 870	347 112
Annual permits	216 887	277 173	255 493	337 153
	816 173	1 035 062	1 036 776	1 202 549

Attached as Appendix 2.5 are details of commodities carried out of area, the number of permits issued and the revenue received.

The commodities marked with an asterisk attract the full permit fee rate but the revenue may not reflect this because of reduction in rates depending upon distances travelled.

ANNUAL AND MONTHLY OUT OF AREA PERMITS

During the year 573 annual and 101 monthly permits were issued resulting in revenue of $684 265.

Applications were made for refunds of annual permit fees paid mainly because of a re-assessment of distances and frequency of trips. A total of $14 251 was refunded after audit examinations of company accounts. Licencees operating under monthly or annual permit arrangements are required to submit returns and audit examinations are frequently made.

REVENUE — LICENCE FEES

Revenue from licence fees for the year amounted to $114 545

Figures since 1976–77 are shown below:—

1976-77	*1977-78*	*1978-79*	*1979-80*
$101 399	$98 262	$105 603	$114 546

PROSECUTIONS

A total of 3 548 traffic reports were submitted during the year alleging 4 762 offences under the Traffic Act and Regulations. Of the 3 158 prosecutions for all types of offences, 848 were for 'overweight' complaints.

The table below gives a four year comparison of the number of prosecutions and penalties:—

	1976-77	*1977-78*	*1978-79*	*1979-80*
Prosecutions	1 427	1 282	1 956	3 158
Penalties	$56 787	$82 151	$121 156	$191 059

Continued attention was given to claims for exemption from the licensing arrangements under the provisions of section 92 of the Commonwealth Constitution. There were two successful prosecutions in this regard.

The following table indicates the level of inspection for the past three years:—

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The standard of log trucks is acceptable despite the heavy wear and tear incurred in the logging industry.

INSPECTIONS OF VEHICLES — FATAL AND SERIOUS ROAD ACCIDENTS

Transport Inspectors inspected 104 vehicles involved in fatal accidents (81 deaths) and also were requested to examine 60 vehicles involved in serious accidents.

TRAFFIC INFRINGEMENT NOTICES

The number of infringement notices issued by Transport Inspectors rose from 1 305 and 1 541 in the previous two years, to 1 604 this year.

The use of traffic infringement notices continues to lessen the number of court appearances by Inspectors.

PERMIT FEES

Out of area permit fees collected during the year and paid direct to the State Highways Trust Fund amounted to $1 202 549.

Comparisons of revenue collected over the past four years are shown in the following table:—

	1976-77	*1977-78*	*1978-79*	*1979-80*
Daily permits .... }	599 286 }	757 889	530 413	518 284
Monthly permits .... }			260 870	347 112
Annual permits	216 887	277 173	255 493	337 153
	816 173	1 035 062	1 036 776	1 202 549

Attached as Appendix 2.5 are details of commodities carried out of area, the number of permits issued and the revenue received.

The commodities marked with an asterisk attract the full permit fee rate but the revenue may not reflect this because of reduction in rates depending upon distances travelled.

ANNUAL AND MONTHLY OUT OF AREA PERMITS

During the year 573 annual and 101 monthly permits were issued resulting in revenue of $684 265.

Applications were made for refunds of annual permit fees paid mainly because of a re-assessment of distances and frequency of trips. A total of $14 251 was refunded after audit examinations of company accounts. Licencees operating under monthly or annual permit arrangements are required to submit returns and audit examinations are frequently made.

REVENUE — LICENCE FEES

Revenue from licence fees for the year amounted to $114 545

Figures since 1976-77 are shown below:—

1976-77	*1977-78*	*1978-79*	*1979-80*
$101 399	$98 262	$105 603	$114 546

PROSECUTIONS

A total of 3 548 traffic reports were submitted during the year alleging 4 762 offences under the Traffic Act and Regulations. Of the 3 158 prosecutions for all types of offences, 848 were for 'overweight' complaints.

The table below gives a four year comparison of the number of prosecutions and penalties:—

	1976-77	*1977-78*	*1978-79*	*1979-80*
Prosecutions	1 427	1 282	1 956	3 158
Penalties	$56 787	$82 151	$121 156	$191 059

Continued attention was given to claims for exemption from the licensing arrangements under the provisions of section 92 of the Commonwealth Constitution. There were two successful prosecutions in this regard.

In instances when subsequently it was found no breach of the Act or Regulations occurred or the alleged offences were of a technical nature, reports were withdrawn. This involved 1 244 reports.

The decision to record verbal warnings to drivers relating to minor offences took effect from January 1980. For the remaining six months of 1979–80 608 warnings were given.

PRODUCTION OF DRIVERS LICENCES

The failure of a number of drivers to carry a drivers licence is causing a deal of concern.

Besides contravening the Traffic Act, the absence of a drivers licence often hinders identification.

In 1979–80 Transport Inspectors recorded 432 occasions when they asked motorists to produce a drivers licence.

MECHANICAL ENGINEERING SECTION

RE-ORGANISATION

In April 1980 the Mechanical Engineer and the Senior Transport Inspector (Mechanical) were transferred from the Traffic Engineering Division to form a Mechanical Engineering Section within the Road Transport Division.

The advantages of this re-organisation are mainly administrative as the Section's functions to provide technical support for the Commission's Transport Inspectors, to other sections of the Commission, as required, and to the public sector, remain much the same.

VEHICLE INFORMATION BULLETINS

To assist drivers and owners to more easily understand the various and sometimes complex legal requirements for vehicle and associated equipment construction, the Commission has prepared special literature, titled ' Vehicle Information bulletins '.

In 1979–80 subjects included Tinted Films for Vehicle Windows, L.P. Gas Conversions and Lighting for Heavy Vehicles.

The response from industry following the release of the Bulletins is most encouraging.

GROSS VEHICLE MASS

During the year assessments were provided for gross vehicle mass (or, gross combination mass for prime movers) for all heavy vehicles, The GVM figures for some vehicles have been increased following representations by owners and because of modifications to vehicles.

Legislation is currently being prepared to require the GVM and/or GCM to be displayed on vehicles. This will enable operators and Inspectors to more readily determine the maximum load for safety.

ALTERATIONS TO MOTOR REGISTRY OFFICES

The Mechanical Engineering Section designed and supervised the alterations to the four motor registry offices made necessary by the introduction of the new on-line computer system. Special attention had to be paid to work stations to provide the best environment for the public and operator.

LIQUID PETROLEUM GAS CONVERSIONS

Bearing in mind the growing interest in LPG as an alternative fuel for motor vehicles, the Mechanical Engineering Section in co-operation with the Department of Mines has been active in ensuring that LPG conversions have met the stringent conditions laid down by law, and that installers are specially approved.

LEGISLATION

During the year the following amendments were made to the Traffic Act and Regulations.

DELAYED COMMENCEMENT OF DISQUALIFICATION

To provide sufficient time for an application to be made for a 'restricted licence', legislation was introduced to allow for a delay in the commencement date of a drivers disqualification from driving.

APPOINTMENT OF MAGISTRATE AS DEPUTY CHAIRMAN OF THE PUBLIC VEHICLE LICENSING APPEALS TRIBUNAL

An amendment was introduced to enable Tribunal hearings to proceed unhindered in the event the Chairman is unable to attend a hearing.

RESCISSION OF REQUIREMENT TO RECORD CONVICTIONS AND DISQUALIFICATIONS ON DRIVERS LICENCES

This amendment to the Traffic Act was made on the recommendation of the Chief Probation and Parole Officer to eliminate the possibility of prejudice and hardship to the licence holder.

DUAL COLLECTION NO-FAULT INSURANCE PREMIUM AND MOTOR REGISTRATION FEES BY COMMISSION

The amendment provided for the Commission to collect both charges simultaneously and in one transaction as from 1 July 1980.

SMOKING IN BUSES

Regulations were introduced making it illegal to smoke in a coach or omnibus which is not on charter or is engaged on a journey up to 25 kilometres. For journeys over 25 kilometres smoking is restricted to a designated area of the vehicle.

SUPPORTING MOTHER PENSIONER

The Motor Vehicles Tax Act and Traffic Regulations were amended to provide concessions for driver licence and registration fees for a person in receipt of a supporting mothers pension.

AGE LIMIT ON MEDIUM AND HEAVY PASSENGER VEHICLE LICENCES

The minimum age limit for the holder of a medium or heavy passenger vehicle licence was reduced from 21 years to 20.

TRAFFIC ENGINEERING DIVISION

The past year has been one of growth in traffic engineering activities possibly influenced by a world wide trend toward low cost traffic engineering solutions, away from high cost road construction.

The result has been increased pressure on the manpower resources of the Division.

TRAFFIC SIGNALS

GENERAL

The installation of 10 sets of traffic signals this year brings the total number in the State to 168. Vehicular actuated signals number 131 and pedestrian operated signals 35. Two sets of signals continue to be provided for fire brigade emergency control.

During the 1979–80 fiscal period, vehicle actuated signals were istalled at the following locations:—

- Barrack Street/Goulburn Street, Hobart.
- Bligh Street/Ross Avenue, Bellerive.
- Bathurst Street/Frederick Street, Burnie.
- Cattley Street/Mount Street, Burnie.
- Gordons Hill Road/Tasman Highway, Bellerive.
- Elphin Road/Hoblers Bridge Road, Launceston.
- Oldaker Street/William Street, Devonport.
- East Tamar Outlet/Esplanade, Launceston.

Pedestrian operated signals were installed at:—

- Centrepoint, Murray Street, Hobart.
- Letitia Street near Lewis Street, Hobart.

The installation of the Centrepoint pedestrian signals involved extensive updating of control equipment at both the Liverpool Street/Murray Street and Collins Street/Murray Street intersections which resulted in an efficient co-ordinated linking of the three Murray Street signal installations.

The Letitia Street pedestrian operated signals were installed especially for sight and hearing impaired pedestrians. The installation incorporates prototype audio-tactile pedestrian buttons which indicate by sound and touch that the walk signal is displayed.

Improving the standard of existing signals is an ongoing process and this year modifications were undertaken at five locations:—

- Brisbane Street/Wellington Street, Launceston.
- Cimitiere Street/Tamar Street, Launceston.
- York Street/Wellington Street, Launceston.
- Collins Street/Harrinton Street, Hobart.
- East Derwent Highway near Ballawinnie Road, Lindisfarne.

The modification at Collins Street/Harrington Street became necessary when the section of Collins Street between Victoria Street and Harrington Street was made two-way to cater for traffic movement from the new multi-storey car park in Victoria Street.

Launceston Workshop

A new workshop was commissioned in Paterson Street, Launceston on 1 January 1980. Technical staff now carry out installations, modifications, and maintenance of traffic signals in the Launceston area, and provide back-up service to a traffic signal maintenance contractor on the North West Coast. Previously Launceston traffic signal maintenance was done by private contract.

Co-ordinated Traffic Signals

Work on the development of co-ordinated traffic signal control in the Hobart metropolitan area has continued, and the interfacing of all signals in Davey Street, Macquarie Street and Campbell Street is complete. Work has commenced on the connection of signals in the central business district to the Division's control room.

Software for the computer has been developed and programs have been tested.

Two additional closed circuit television cameras have been installed on the Tasmanian Government Insurance Office building in Macquarie Street. These cameras allow traffic to be monitored at the top end of Davey Street and all of Macquarie Streer. The five CCTV camera installations enable all streets at present linked to the computer to be kept under surveillance.

PRIORITY ROUTES

The priority traffic route system throughout the State was further expanded with the introduction of another 34 priority routes bringing the total to 105.

Geographically the distribution of routes established during 1979–80 is as follows:—

- South 18
- North 6
- North West 10

The following streets were converted to priority route status during 1978–79:—

- Ravenswood Road, Launceston.
- Alexander Street, Latrobe.
- Hawley Beach, Latrobe
- Various streets at New Norfolk (5).
- Tarleton Road, Devonport.
- Central Avenue, Moonah.
- Gormanston Road, Moonah.
- Rice Street/Wilmot Street, Port Sorell.
- Darling Street/Wilmot Street, Port Sorell.
- Chudleigh/Caveside Road Link, Mole Creek.
- Opossum Road/Quarantine Road, Norwood.
- Cemetery Road/Lawrence Drive/Valley Road, Devonport.
- Lovett Street/Steele Street/Berrigan Road, Devonport.
- Palmers Road, Latrobe.
- Derwent Avenue/Lincoln Street, Clarence.
- Golf Links Road/Talune Street, Clarence.
- Norwood Avenue/Opossum Road, St Leonards.
- Wentworth Street, Howrah.
- Abbotsfield Road, Claremont.
- Box Hill Road, Claremont.
- Belton Street, Burnie.
- Mockridge Road: Hawthorn Place to Rockingham Drive, Clarence.
- Rockingham Drive: Mockridge Road to Marston Street, Clarence.
- Marston Street: Mockridge Road to Rockingham Drive, Clarence.
- Goodwin Street: Mockridge Road to Pass Road, Clarence.
- Colebrook Main Road, Richmond.
- Gleadow Street/Weetah Road, Deloraine.
- Giblin Street/Doyle Street, Hobart.
- Giblin Street/Jabez Crescent, Hobart.
- Dodgin Street: Old Bass Highway to Austin Street, Wynyard.
- Cadburys Road and Bilton Road, Claremont.
- Barossa Road and Kalang Avenue, Glenorchy.
- Kalang Avenue/Girrabong Road, Hobart.
- Mulgrave Street between Howick Street and Melbourne Street, Launceston.
- Basin Road, Launceston.

PEDESTRIAN FACILITIES

An additional 9 children's crossings were installed this year at the following locations:—

- New Road, Franklin.
- Johnston Street/Mornington Street, Burnie.
- Esplanade near Leprena Street, Clarence.
- Brent Street, Glenorchy.
- Barrack Street, Hobart.
- Hutchins Street, Kingborough.
- Gibbons Street, Wynyard.
- Chaffney Street, Gladstone.
- Main Road, Colebrook.

There are now 112 children's crossings Statewide.

ROAD SIGNS AND MARKINGS

During the year the Commission approved 527 traffic control schemes throughout the State, involving the installation of road signs and pavement markings. Under the direction of the Commission most of the signs were erected by Local Government Authorities or by the Department of Main Roads.

The program for replacement of ' School ' and ' End School Zone ' signs by international symbolic signs is well advanced.

The success of thermo-plastic road marking material has led to its being used for holding lines and centre lines. This new material provides a 5 year maintenance free installation with greater visibility in bad weather.

Road markings in the Hobart metropolitan area are installed and maintained by the Commission. Elsewhere the Department of Main Roads carries them out by special arrangement with the Commission.

ACCIDENT ANALYSIS

General

In 1979 the Commission introduced a computerised accident data system which provides speedy access to a large bank of accident data.

The new system is primarily batch processing, handled by the Commission's PRIME/500 processor. At present there are 22 programs operating in 8 stages on 3 types of master files:—

(a) accident data files;

(b) road name files;

(c) multiple intersection file.

Output Available

The system has been designed to produce three basic types of reports:—

(a) detailed tabulations, ' periodic ' type and ' special request ' type;

(b) accident location information for specific sites;

(c) selection of intersection ' black spots '.

Use of Data

The accident data provides a basic input for traffic engineering investigations of safety deficient locations, intersection ' black spot ' identification, traffic signal installation and modification programing and fatal accident site investigations. These are made available to other organisations for research purposes and for road safety applications.

The establishment of the computerised accident data system, and the tasks of transferring all 1976–1980 accident data and familiarisation problems utilised most of the resources in the traffic accident section which also processed some 4 400 new Traffic Accident Reports during the year.

Identification of Accident ' Black Spots '

Particular attention is being given to patterns of accident types at intersections and to identyfying site problems by on the spot inspection. This year 64 accident black spots were identified.

Fatal Accident Locations

To improve knowledge of fatal accident locations, a system has been developed to collate the information associated with the accidents. Where it is considered site conditions may have contributed, inspections are undertaken and recommendations made. 79 locations were reviewed during 1979–80.

TRANSPORT (PLANNING AND RESEARCH) PROJECTS

Vehicle Condition, Accident Involvement and Vehicle Inspections

A major study of vehicle condition, accident involvement and vehicle inspections has been completed and reports made on each of the studies.

The vehicle condition survey showed that there was a consistent increase in mechanical deterioration with age of cars, station wagons and light commercial vehicles, with a marked deterioration in the (9+) year age group.

The study of vehicle age and accident history indicated that age is an important factor in the involvement of private vehicles in casualty accidents and suggests that there may be a need to increase inspection on older model private vehicles in these classes.

A comprehensive review of the Commission's existing vehicle inspection procedures was also undertaken. Assessment of the system showed it to be adequate within the limitations of manpower and the technical and workshop resources available.

Evaluation of Recent Traffic Management Activities

Various low cost traffic engineering measures are subjected to constant investigation to ascertain their accident reduction potential.

The major component of this project is the ' before and after ' study of a number of Hobart suburban roads which have been converted to priority road status. The study involves analysis of the effect of the conversions on reported accident frequencies on the roads in question and the immediate vicinities.

TRAFFIC STUDIES

General

The Division has initiated the following minor studies during the year.

Residential Parking Permit Scheme

A study into a permit parking system for residents in areas without off-street parking. This study is still in progress.

West Hobart — Traffic Management

This was a joint study with local representative groups of traffic problems associated with the growth of commuter traffic in the West Hobart area. A report containing certain recommendations has been prepared.

Glenorchy — Priority Road System

Acting on recommendations from the Derwent Regional Transportation Study, the Commission is examining the possible introduction of a priority road system for the Glenorchy/Merton areas.

The study is currently being finalised.

Sandy Bay/Dynnyrne Traffic Management

A comprehensive study of traffic management in this area has been carried out and several management schemes have been proposed.

Burnie Highway Environmental Study

The Commission was represented on the Burnie Highway Environmental Study Technical Committee.

Ulverstone Traffic Study

The Commission has co-operated with the Department of Main Roads in respect of survey information, and representation.

Eastlands Study

The Commission has worked closely with the Clarence Council regarding the development of road systems and interesection requirements in the Eastlands shopping complex area.

Launceston Area Transportation Study — Update

The Commission is represented on the management committee for this study.

MARINE BRANCH

COASTAL SHIPPING SERVICE

The net loss on the operation of the coastal shipping service this year was $928 497 a decrease of $191 291 on the previous year.

This improvement resulted from extra revenue gained from an increase in cargoes and a reduction in costs.

The Commission's vessel 'Straitsman' operated between Melbourne, King Island and Stanley at a high peak of efficiency during 1979–80, averaging 6·38 trips per week with an average of only 0·62 days per week 'down time'.

Only 32 days were lost during the year compared with 53 in 1978–79 and these were attributed to the following causes — survey and docking (18), weather (6), industrial (1), mechanical and closed port days (7).

The following is a comparison of trips on the triangular trade made by 'Straitsman' in 1979–80 and 1978–79:—

	1979–80	*1978–79*
Grassy — Melbourne	66	56
Melbourne — Grassy	69	57
Melbourne — Stanley	59	61
Stanley — Melbourne	62	60
Stanley — Grassy	36	29
Grassy — Stanley	40	30
TOTALS	332	293

Details of cargo and livestock carried are shown in Appendix 3.4.

BRUNY ISLAND FERRY SERVICE

Demand for the service provided by the vehicular ferries 'Mangana' and 'Harry O'May' continued to grow during the year resulting in an escalation in operating costs and the net loss which increased from $581 072 in 1978–79 to $634 587.

Over 66 366 vehicles were carried, an increase of 2 872 vehicles over the previous year.

Unfortunately it is not possible to utilise the upper deck of 'Harry O'May' until the new terminals proposed for Kettering and Roberts Point on Bruny Island are operational.

The new terminals which are expected to be available by the end of 1982 will enable the crossing of some 35 minutes to be halved and will enable the 'Harry O'May' to operate at full capacity.

While the Commission fortunately was able to purchase the 'Harry O'May' at a bargain price, capital costs of the new terminals and rising labour costs will undoubtedly result in the need for substantial fare increases.

Fares were last raised in July 1978.

THE SHIPPING REVIEW COMMITTEE

The Shipping Review Committee is chaired by the Minister for Main Roads and Transport and meets regularly to examine important matters affecting the welfare of the State and connected with shipping.

Meetings, at which the Marine Division was represented, were held in 1979–80 to consider, amongst other matters, the following:—

- The 'Tiger Line' proposals.
- The impact of bunker surcharges on freight rates for different Tasmanian ports.
- The production of a film on Bass Strait shipping links titled 'Bass Strait Highway'. This film has been purchased by shipping, transport and union interests.
- The replacement of the Bass Strait passenger ferry 'Empress of Australia'.
- The proposal for a Bass Strait passenger jetfoil service.
- The fostering of transport education with special reference to the recently established Chair of Transport Economics at the University of Tasmania.

MARINE AND PORTS COUNCIL OF AUSTRALIA

The Commission continues to be represented on Marine and Ports Council of Australia working groups dealing with the collection and publication of port statistics.

Some of the issues dealt with in 1979–80 included:—

- small boat safety publicity;
- registration of ships;
- navigation and oil pollution.

OTHER MATTERS

Other matters to be dealt with during the year were:—

- the Hobart Floating Dock proposal;
- marine pollution in Tasmanian waters;
- building program for the proposed new Bruny Island Ferry terminals;
- rationalisation of the purchase of Government vessels;
- investigation into the role of Tasmania in the commercial ship repair industry.

RESEARCH AND POLICY DEVELOPMENT DIVISION

The Research and Policy Development Division (formerly known as the Economic Section) was formed in early 1980 with Mr B. J. Lynch as its head.

It is proposed at the beginning of the next financial year to recruit a Senior Transport Planner and a Senior Economist to build up the establishment of the new Division as part of the Government's plans to re-organise the administration of transport in Tasmania.

The Division will be expected to provide an input to a Transport Planning and Co-ordinating Committee, a high level advisory body to the Minister of the day consisting of the Heads of the Department of Main Roads, Transport Commission and the Metropolitan Transport Trust.

TRANSPORT PLANNING AND RESEARCH

Planning and research activities undertaken during the year under the Commonwealth Transport Planning and Research (Financial Assistance) Act 1977 included the following:—

- Contribution to Australian Road Research Board;
- Traffic Counting;
- Accident Research;
- Private Bus Study;
- Tourist Roads Study;
- Derwent Regional Transportation Study;
- Trans Derwent Ferry Service;
- Vehicle Inspections;
- Road/Rail Study;
- Bus Ridership Study;
- Bus Costing Study;
- Traffic Management.

LIBRARY

Further progress was made during the year in the development of the transport library under the stewardship of the Commission's librarian, Ms J. Hamilton.

PRECISION TOOL ANNEXE

During the year ended 30 June 1980 the Precision Tool Annexe achieved sales to the value of some $1·48 million, and increase of $354 000 over the previous year.

In the first full year of operations in the new factory production staff were kept busy with some 5 400 hours of overtime being worked. Mining and manufacturing industries within Tasmania continued to provide the Precision Tool Annexe with the bulk of its orders, one exception being a single order of behalf of the Education authorities for the manufacture of 30 mobile laboratory benches at a cost of $7 200 each.

After a good deal of negotiation it is pleasing to report the confirmation at the end of the financial year of a contract with the 'Gould' company in the United States for the manufacture of 200 torpedo motor barrels at a contract price of $125 000.

It is hoped the initial contract for these torpedo components will prove a forerunner for further orders to the value of $500 000 per annum.

The Precision Tool Annexe is also confident that once a decision is reached by the Commonwealth Government on a replacement fighter for the R.A.A.F., additional aircraft componentry work will be forthcoming. At present aircraft work represents 2% of turnover.

Although the future looks encouraging, it has become obvious a hard sell publicity drive must be undertaken. As a first step in the quest for new business the Precision Tool Annexe has decided to produce a full colour non-technical marketing brochure for distribution Australia wide. Work on the brochure has already begun.

One of the most important aspects of the Precision Tool Annexe's future relates to the availability of skilled staff.

Fitters and turners with the standards of skill necessary for the type of work undertaken by the Precision Tool Annexe are in greater demand and are hard to come by.

What can be said is the Precision Tool Annexe is playing its part in helping to solve the vexed problem of training young persons for skills which will be in great demand in the present decade.

At the end of June 1980 the Precision Tool Annexe employed 17 apprentices in a total workforce of 84 and intends to enrol 4 additional apprentices in July.

The ratio of apprentices to tradesmen employed in the Precision Tool Annexe is well above average for a similar sized engineering workshop.

PUBLIC RELATIONS AND PUBLICITY

The number of requests for information on transport and related matters remained at a high level during the year.

Material for feature articles was prepared along with statistics and press statements for news media, commerce and various publishing houses.

The Commission representative on the Board of Management of the Tasmanian Tourist Council was re-elected in 1979–80 and attended meetings held regularly at venues throughout the State.

The Commission was represented at high school 'career nights', and conducted school tours of specialist work areas in the Commission's buildings were organised during the year.

The community service type advertisements titled 'News Bulletin' continued to be published fortnightly in the Tasmanian dailies.

In September 1979 selected copy from the News Bulletins, ranging from subjects such as car modifications, school signs, and the legal requirements when changing or disposing a motor vehicle, was used for a new leaflet which subsequently was distributed through each Motor Registry.

In October 1979 the Public Relations Officer accompanied the Manager of the Precision Tool Annexe on a visit to major clients in the Melbourne metropolitan area and also canvassed a number of other engineering firms for new business.

The visit confirmed the view that an institutional/marketing brochure was needed if only to identify and make known the existence of the Precision Tool Annexe.

In April 1980 preliminary work on a full coloured brochure was commenced.

The Commission continued to issue the following publications, which are distributed to appropriate organisations on request:—

- Children's School Crossings;
- Schedule of Out-of-Area Permit Fees;
- Guide to Road Vehicle Limits;
- A Guide to Operation of Cabs and Hire Cars;
- Guide to the Regulations of Coaches and Omnibuses;
- Guide to Mass of Commodities;
- Vehicle Information Bulletin;
- News Bulletin.

FINANCE BRANCH

ACCOUNTING

The only accounting services provided for the Australian National Railways during the year were in respect of payroll and some distribution services. All other accounting functions were transferred to ANRC on 1 July 1979.

DATA PROCESSING

Following the istallation of the new computer equipment in May 1979 special attention was paid to improving the design system and to the programing of the combined motor registration and no fault insurance scheme scheduled to start on 1 July 1980.

Included in the new computer equipment is a Prime 750 processor dedicated totally to the Motor Registry offices in Hobart, Launceston, Devonport and Burnie and a Prime model 500 processor which will be used for the Commission's commercial applications and for program development as well as providing a motor registry system backup facility.

These new computer processors will enable the Commission to exploit the latest technology in data processing.

In complete contrast to the old punch card system a new ' on-line ' motor registry system will give operators at any motor registry, direct access to computer files at head office thus providing equality of service to the customer at each of the four centres.

The new motor registry system will process vehicle registrations, driver licensing, public vehicle licensing and no fault insurance premiums with far less documentation than hitherto.

Perhaps one of the greatest obvious benefits will be in the integration of no-fault insurance payments with motor registration payments involving one document in one transaction at one place.

Another benefit of the new computer is the ability to link Police Department offices in Hobart, Launceston and Burnie to the motor registry system on a 24 hour basis. It is expected this will be done in July 1980.

The Prime 500 computer, in addition to providing a back-up facility for motor registry purposes is linked to the Metropolitan Transport Trust, Australian National Railways, the Precision Tool Annexe and the Department of Main Roads and it is expected a start will be made soon on developing applications relating to payroll, stores, accident statistics, revenue, rostering, insurance statistics and road statistics for those agencies and the Transport Commission.

It would be remiss to not record the untiring efforts of the data processing staff who were involved in the massive task of converting the existing data from the IBM computer files to Prime and in the development of entirely new software. These tasks were completed to enable the new system to commence on schedule.

It is also appropriate to mention the retirement of Mr G. Gyorgypal, Manager, Data Processing, after many years of outstanding service.

Mr Keith Chapman, formerly Manager (Applications) for Medibank, Canberra, commenced duty as Manager, Data Processing in February 1980.

AERODROMES

The Commission operates a licensed aerodrome at Smithton and authorised landing areas at Bridport, Cape Barren and Melaleuca.

Under the Local Ownership Plan the Commonwealth and State Governments share equally maintenance and capital costs for Smithton aerodrome, but costs incurred at Bridport, Cape Barren and Melaleuca are met by the Commission and reimbursed by the State

Other aerodromes at Queenstown, Strahan and St Helens, owned by the local municipal authorities, are operated under the Local Ownership Plan with the Commonwealth providing 50% of costs, the State 40% and the local authority 10%.

Reimbursement to the Commission by the State in the year under review totalled $25 000.

The main item of expenditure was at Queenstown aerodrome where repairs to the runway and extensive upgrading of drainage facilities amounted to $13 076.

Apart from Cape Barren airstrip which required considerable runway regravelling other funds were expended on normal day to day maintenance.

The Melaleuca airstrip was opened for light aircraft in January 1980 providing all weather air access to the remote south west of the State. Upgrading and extension of the airstrip which now measures approximately 460 m × 64 m was undertaken by local contractor, Mr C. D. King, and took nearly 3 years.

The Commission is most appreciative of the work carried out by Mr King in an area where weather conditions and lack of equipment and materials rendered the task extremely difficult.

STAFF

In February 1980 Mr R. W. J. Morris was appointed to the vacant position of Commissioner for Transport.

The position of Commissioner for Transport was held in an acting capacity since the retirement of Mr G. T. Webb by the Commission's Secretary, Mr A. J. Pedder.

The Commission wishes to place on record its appreciation of Mr Pedder's services in the interim period.

Sincere thanks are extended to all staff for their loyal and efficient service throughout the year.

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Appendix 1.1

TRANSPORT COMMISSION

Balance Sheet as at 30 June 1980

1978–79 $		$	1979–80 $	$
	(A) NATURE AND SOURCE OF FUNDS—			
	(1) For Permanent Capital:—			
6 712 222	From interest bearing loans by State Treasury less amounts written off and repayments		7 192 493	
106 166	From non-interest bearing contributions (Australian Government)		106 166	
916 491	From interest bearing loans by Australian Government, less repayments—'Straitsman'		829 206	
7 734 879				8 127 865
	(2) For Working Capital:			
3 451 389	From interest bearing advances by State Treasury for working expenses, purchase and manufacture of stores	3 451 389		
14 795 071	From non-interest bearing contributions from Consolidated Revenue for losses 1.7.74 to 30.6.79	18 343 964		
18 246 460			21 795 353	
18 343 963	*Less* Accumulated Loss 1.7.74 to 30.6.80		22 681 819	
97 503*Dr*	Total Net Funds for Working Capital			886 466*Dr*
338 563	**(3) Loan Redemption Reserve Account**			396 595
45 332	**(4) Contribution by Australian Government towards reduction of Loan Liability**			63 270
$8 021 271	**Total Net Funds for all purposes**			$7 701 264
	(B) THIS SUM IS REPRESENTED BY—			
	(1) Fixed Assets (at cost, less amounts written off sales and abandoned assets):			
4 388 899	Marine Services, Plant and Equipment	4 433 310		
1 938 424	*Less* Provision for Depreciation	2 337 443		
2 450 475			2 095 867	
1 622 889	Precision Tool Annexe	1 734 850		
242 578	*Less* Provision for Depreciation	336 274		
1 380 311			1 398 576	
	General Assets —			
1 287 344	Transport Commission, Building	1 287 343		
262 570	*Less* Provision for Depreciation	295 504		
1 024 774			991 839	
92 707	Workshop — 19 Collins Street	93 205		
37 729	*Less* Provision for Depreciation	43 340		
54 978			49 865	
511 491	Aerodromes		524 991	
99 158	Motor Registry, Burnie	106 771		
7 179	*Less* Provision for Depreciation	9 879		
91 979			96 892	
190 557	Motor Registry, Devonport	190 557		
11 740	*Less* Provision for Depreciation	16 515		
178 817			174 042	

Appendix 1.1 — *continued*

TRANSPORT COMMISSION

Balance Sheet as at 30 June 1980

1978–79 $		$	1979–1980 $	$
150 305	Motor Vehicle Inspection Station, Launceston	159 258		
2 303	*Less* Provision for Depreciation	4 354		
148 002			154 904	
8 063	Sackville Street, Hobart	8 063		
242	*Less* Provision for Depreciation	484		
7 821			7 579	
555 970	Computer Equipment	954 486		
....	*Less* Provision for Depreciation	83 395		
			871 091	
6 404 618	**Total Net Fixed Assets**	....	....	6 365 646
	(2) Investments:			
1 267 488	Depreciation Account invested with State Sinking Fund Commissioners	....	....	1 662 960
	(3) Deferred Assets:			
192 870	Revenue — Expenditure	225 089		
11 975	Loan — Air Tasmania Ltd	11 975		
204 845			237 064	
	Less Deferred Liabilities:			
11 975	Advance by State Treasury for Loan to Air Tasmania Ltd	....	11 975	
192 870	**Total Net Deferred Assets**	....	....	225 089
	(4) Current Assets:			
556 714	Stock on hand, materials and works in progress	690 176		
1 460 649	Sundry Debtors	1 441 573		
5 252	Advance held by Accounting Officers	7 720		
287 491	Bank	1 145 792		
41 963	Prepayments	36 199		
2 352 069			3 321 460	
	Less Current Liabilities:			
2 024 279	Sundry Creditors, including deposits held	3 627 711		
103 668	Workers' Compensation Fund	162 347		
11 096	Motor Vehicle Insurance Fund	11 505		
56 731	Provision for Annual and Long Service Leave	72 328		
2 195 774			3 873 891	
156 295	**Total Net Current Assets**	....	....	552 431 *Cr*
$8 021 271				$7 701 264

SUBMITTED:

D. T. YAXLEY, Chief Accountant

1 May 1980

APPROVED:

R. W. J. MORRIS, Commissioner
A. L. FISHER, Associate Commissioner
A. J. PEDDER, Associate Commissioner

Appendix 1.2

TRANSPORT COMMISSION

CONSOLIDATED TRADING ACCOUNT

Year Ended 30 June 1980

1978-79	*Debit*	1979-80	1978-79	*Credit*	1979-80
$		$	$		$
474 869	Balance from Bruny Island Ferry Service Trading Account	519 960	1 451 527	Balance carried down to Profit and Loss Account	1 326 292
847 702	Balance from Coastal Shipping Service Trading Account	673 850			
128 956	Balance from Precision Tool Annexe Trading Account	132 482			
$1 451 527		$1 326 292	$1 451 527		$1 326 292

Appendix 1.3
TRANSPORT COMMISSION
PROFIT AND LOSS ACCOUNT
Year ended 30 June 1980

1978-79 $	Debit	1979-80 $	1978-79 $	Credit	1979-80 $
1 451 527	Balance brought down from Consolidated Trading Account	1 326 292	99 885	Public vehicle licence fees	114 546
	Administration and Public Vehicle Control:			Contribution from Department of Main Roads towards cost of	
933 059	Administration charges	1 374 326	70 313	inspection and weighing of motor vehicles	76 000
779 909	Public Vehicle control	920 269	268 260	Miscellaneous receipts	360 631
181 859	Miscellaneous	164 578			
160 995	Superannuation, pensions and gratuites	271 236	438 458		551 177
....	Film 'Bass Strait Highway'	21 278		*Contribution towards Aerodromes—*	
....	Special studies	37 331	10 071	Australian Government	10 403
			19 475	State Government	22 011
2 055 822		2 789 018	1 465	Aerodrome landing fees	1 143
	Aerodromes—				
31 011	Aerodrome maintenance	33 557	31 011		33 557
	Depreciation—			*Disbursement of Interest and Depreciation Charges—*	
11 963	Transport Commission Building	11 963	112 454	Transport Commission Building	112 940
2 231	Workshop, 19 Collins Street	2 231	10 421	Workshop, 19 Collins Street	11 282
....	Workshop, Launceston	241		Motor Registry — Burnie and Devonport and Motor	
2 330	Motor Registry, Burnie	2 330	46 114	Vehicle Testing Station, Launceston	46 805
4 217	Motor Registry, Devonport	4 217			
1 703	Motor Vehicle Testing Station Launceston	1 810	168 989		171 027
242	Sackville Street	242		Profit on sale of assets —	
....	Prime computer equipment	83 395	64	Tool Annexe	....
19 923	Provision for Loan Redemption	25 621	96 271	Marine Branch	3 905
42 609		132 050	96 335		3 905
	Interest on Treasury Loans and Advances—			Balance Transferred to Net Revenue Appropriation	
39 239	Administration	44 533	3 548 892	Account	4 337 855
373 454	Marine Branch	365 028			
107 945	Precision Tool Annexe	158 012			
34 585	General Assets	83 383			
6 464	Workshop, 19 Collins Street	6 822			
....	Workshop, Launceston	201			
89 212	Transport Commission Building	89 650			
7 562	Motor Registry — Burnie	7 599			
14 804	Motor Registry — Devonport	14 877			
11 407	Motor Vehicle Testin Station Launceston	11 754			
632	Sackville Street	635			
685 304		782 494			
	Interest on Depreciation Fund Moneys used for Purchase of New Assets—				
4 834	Marine Branch	4 246			
12 110	Precision Tool Annexe	27 545			
468	Transport Commission Building	477			
....	General assets	1 842			
17 412		34 110			
$4 283 685		$5 097 521	$4283 685		$5 097 521

Appendix 1.4

TRANSPORT COMMISSION

NET REVENUE APPROPRIATION ACCOUNT

Year ended 30 June 1980

1978–79 $	*Payments*	1979–80 $	1978–79 $	*Receipts*	1979–80 $
3 106 697	Balance brought down at 30 June 1979	3 548 892		Amount received from the Treasury under section 29 of the	
3 548 892	Balance brought down from Profit and Loss Account	4 337 855	3 106 697	Transport Act 1938	3 548 892
			3 548 892	Loss for year ended 30 June 1980	4 337 855
$6 655 589		$7 886 747	$6 655 589		$7 886 747

Appendix 1.5

TRANSPORT COMMISSION

MINISTERIAL OFFICE ACCOUNT — MINISTER FOR MAIN ROADS AND TRANSPORT

Year ended 30 June 1980

1978–79 $	*Payments*	1979–80 $	1978–79 $	*Receipts*	1979–80 $
54	Balance from previous Account	....	....	Balance from previous account	18
8 429	Amount expended on Ministerial office expenses	20 100	8 501	Amount received from Treasury	20 082
18	Balance to next Account	....			
$8 501		$20 100	$8 501		$20 100

Appendix 1.6

TRANSPORT COMMISSION

MINISTERIAL OFFICE ACCOUNT — MINISTER FOR RESOURCES AND ENERGY

Year ended 30 June 1980

1978–79 $	*Payments*	1979–80 $	1978–79 $	*Receipts*	1979–80 $
70	Balance from previous Account	574	18 468	Amount received from Treasury	3 908
18 972	Amount expended on Ministerial Office Expenses	3 334	574	Balance to next Account	....
$19 042		$3 908	$19 042		$3 908

Appendix 1.7

TRANSPORT COMMISSION

DEPRECIATION, OBSOLESCENCE AND REPLACEMENT ACCOUNT

Year ended 30 June 1980

DEBIT:

	Computer	*General*	*Motor Registry Burnie*	*Motor Registry D'port*	*Motor Vehicle Inspection Station L'ton*	*Sackville Street*	*Traffic Engineering Workshop Hobart*	*Traffic Engineering Workshop L'ton*	*Marine Branch*	*Precision Tool Annexe*	*Total*
	$	$	$	$	$	$	$	$	$	$	$
Amount applied towards renewals 1.7.39 to 30.6.79	....	....	....	....	....	....	....	....	86 283	90 620	176 903
Year ended 30.6.80	....	....	....	....	....	....	....	....	....	....	....
									86 283	90 620	176 903
Amount applied towards purchase of new assets, 1.7.39 to 30.6.79	....	5 979	....	....	....	....	....	....	53 219	275 422	334 620
Year ended 30.6.80	....	....	....	....	....	....	....	....	29 211	....	29 211
		5 979							82 430	275 422	363 831
Amount of interest applied towards annual provisions to 30.6.79	....	....	....	....	....	....	....	....	227 505	91 206	318 711
Interest applied towards annual provisions year ended 30.6.80	....	....	....	....	....	....	....	....	....	....	....
									227 505	91 206	318 711
Amount applied in reduction of loan liability 1.7.39 to 30.6.79	....	125 448	3 116	3 169	2 404	76	6 564	....	201 597	23 739	366 113
Year ended 30.6.80	5 368	10 850	920	1 800	1 421	77	826	....	27 613	12 271	61 146
	5 368	136 298	4 036	4 969	3 825	153	7 390	....	229 210	36 010	427 259
Amounts applied in reduction of loan liability and writing off of abandoned assets	....	....	....	....	....	....	....	....	1 207 320	94 820	1 302 140
Balance at 30.6.80	83 396	289 525	9 879	16 515	4 113	484	43 340	241	2 255 014	60 852	2 763 359
	$88 764	$431 802	$13 915	$21 484	$7 938	$637	$50 730	$241	$4 087 762	$648 930	$5 352 203

Appendix 1.7 — *continued*

TRANSPORT COMMISSION

DEPRECIATION, OBSOLESCENCE AND REPLACEMENT ACCOUNT

Year ended 30 June 1980

CREDIT:

	Computer	*General*	*Motor Registry Burnie*	*Motor Registry D'port*	*Motor Vehicle Inspection Station L'ton*	*Sackville Street*	*Traffic Engineering Workshop Hobart*	*Traffic Engineering Workshop L'ton*	*Marine Branch*	*Precision Tool Annexe*	*Total*
	$	$	$	$	$	$	$	$	$	$	$
Special provisions for loan redemption year ended 30.6.79	....	125 448	3 115	3 169	2 404	76	6 564	....	20i 597	23 739	366 112
Year ended 30.6.80	5 368	10 850	920	1 800	1 421	77	826	....	27 613	12 272	61 147
	5 368	136 298	4 035	4 969	3 825	153	7 390	....	229 210	36 011	427 259
Amounts charged to annual accounts 1.7.39 to 30.6.79	....	179 411	6 936	11 373	2 303	242	25 076	....	2 979 627	365 205	3 570 173
Year ended 30.6.80	83 396	11 963	2 329	4 217	1 810	242	2 230	241	363 474	72 524	542 426
	83 396	191 374	9 265	15 590	4 113	484	27 306	241	3 343 101	437 729	4 112 599
Interest credited by State Sinking Fund Commissioners: 1.7.39 to 30.6.79	....	77 768	244	367	....	....	12 653	....	373 108	66 590	530 730
Year ended 30.6.80	....	20 494	371	558	....	....	3 381	....	106 001	....	130 805
	....	98 262	615	925	....	....	16 034	....	479 109	66 590	661 535
Interest on Depreciation Fund moneys used for purchase of assets: 1.7.39 to 30.6.79	....	5 391	....	....	....	....	....	....	32 096	86 626	124 113
Year ended 30.6.80	....	477	....	....	....	....	....	....	4 246	21 974	26 697
	....	5 868	....	....	....	....	....	....	36 342	108 600	150 810
	$88 764	$43i 802	$13 915	$21 484	$7 938	$637	$50 730	$241	$4 087 762	$648 930	$5 352 203

Appendix 1.7 —continued
SUMMARY OF DEPRECIATION FUND

			$
Depreciation applied to repayment Australian Government Loan—'Straitsman'			480 066
Depreciation applied to purchase of new assets			363 831
Depreciation applied to loan redemption			61 207
Depreciation invested with State Sinking Fund Commissioners			1 662 960
Depreciation for investments with State Sinking Fund Commissioners—		$	
Provision for 1979–80		542 426	
Special Provision for loan redemption		65 506	
		607 932	
Interest 1979–80		26 697	
		634 629	
Less amounts written off 1979–80		75 504	
			559 125
			$3 127 189
Total Provisions as per Balance Sheet—			
Marine Branch			2 337 443
Precision Tool Annexe			336 274
Transport Commission Building			295 504
Traffic Engineering Workshop			43 340
Motor Registry Burnie			9 879
Motor Registry Devonport			16 515
Motor Vehicle Inspection Station, Launceston			4 354
Sackville Street, Hobart			484
Computer			83 396
			$3 127 189

Appendix 1.8
SUMMARY OF FINANCIAL RESULTS, TRANSPORT COMMISSION
Year ended 30 June 1980

	1978–79	*1979–80*	*Increase or Decrease*
	$	$	$
Losses on Operations—			
Bruny Island Ferry Service	581 072	634 587	+ 53 515
Coastal Shipping Service	1 119 788	928 497	− 191 291
Precision Tool Annexe	249 010	318 040	+ 69 030
	1 949 870	1 881 124	− 68 746
Add Expenditure on—			
Administration	1 033 195	1 840 228	+ 807 033
Public Vehicle Control	840 768	920 269	+ 79 501
Miscellaneous	77 993	86 738	+ 8 745
	3 901 826	4 728 359	+ 826 533
Less Revenue from—			
Public Vehicle Fees, etc	99 885	114 546	+ 14 661
Inspection and Weighing of Motor Vehicles	70 313	76 000	+ 5 687
Miscellaneous	86 401	196 053	+ 109 652
	3 645 227	4 341 760	+ 696 533
Less Capital Profit			
Precision Tool Annexe	64	....	− 64
Marine Branch	96 271	3 905	− 92 366
NET DEFICIENCY	$3 548 892	$4 337 855	+$788 963

Appendix 1.9

GENERAL STATISTICAL SUMMARY, TRANSPORT COMMISSION

1977-78 to 1979-80

	1977-78	*1978-79*	*1979-80*
TRANSPORT COMMISSION—			
Staff employed at 30 June	483	472	488
Net Loss	$3 106 697	$3 548 892	$4 337 855
ROAD TRANSPORT BRANCH—			
Motor vehicles registered (including trailers and traders)	261 690	269 472	275 843
New motor vehicles registered	18 709	17 985	17 500
Registration and drivers' licence fees	$4 118 125	$4 645 301	$3 896 334
Registration transfers motor vehicles	80 615	82 697	79 499
Registration transfers trailers	2 537	2 559	2 790
Duplicates	16 618	16 545	16 260
Motor Tax Revenue	$12 642 311	$14 440 989	$14 820 608
Stamp Duty Revenue	$3 682 898	$4 393 075	$5 043 763
Number plates	$199 214	$185 318	$184 365
Motor drivers' licences	214 007	222 217	228 251
Licence extensions	3 117	3 369	3 688
Learners' permits	21 764	21 470	21 610
Public vehicles licensed*	12 950	13 503	14 089
Public vehicles fees and charges (less refunds)	$1 084 968	$1 119 527	$1 271 428
Public Vehicle plates	$2 084	$1 797	$1 855
SHIPPING SERVICES BRANCH—			
Coastal Shipping Service—	$	$	$
Revenue	1 974 310	2 162 958	2 685 366
Expenditure	2 608 975	2 699 896	3 037 182
Loss on operation	634 665	536 938	351 816
Provision for depreciation	337 471	310 764	318 129
Interest	336 202	272 086	254 647
Net loss	1 308 338	1 119 788	924 592
Bruny Ferry—			
Revenue	92 030	98 766	101 835
Expenditure	407 788	499 589	548 837
Loss on operation	315 758	400 823	447 002
Provision for depreciation	60 000	74 046	72 958
Interest	46 387	106 203	114 627
Net loss	422 145	581 072	634 587
Derwent Ferry Service—			
Revenue	219 761	....	....
Expenditure	316 083	....	....
Loss on operations	96 322	....	....
Interest	13 968	....	....
Net loss	110 290	....	....
PRECISION TOOL ANNEXE—			
Revenue	1 137 141	1 146 076	1 490 656
Expenditure	1 040 124	1 208 020	1 538 342
Profit/Loss on operation	97 017	61 944	47 686
Provision for depreciation	39 687	67 012	84 796
Interest	83 846	120 054	185 558
Net loss	26 516	249 010	318 040

* Excludes trailers

Appendix 1.10

TRANSPORT COMMISSION

Total staff employed 1977-78 to 1979-80 as at 30 June

	1978	*1979*	*1980*
Road Transport Branch	226	222	237
Secretariat Branch	66	52	62
Finance Branch	68	55	51
Marine Branch	52	52	52
Precision Tool Annexe	71	81	86
	483	472	488

Appendix 1.11

TRANSPORT COMMISSION

CAPITAL EXPENDITURE

Year ended 30 June 1980

	1978-79	*1979-80*
	$	$
Net Capital Expenditure	1 322 220	669 211
Financed from—		
Loan moneys provided by Parliament (net)	1 201 220	640 000
Depreciation Fund (net)	121 000	29 211
	$1 322 220	$669 211
Principal Items of Capital Expenditure —		
Road Transport Branch:		
Vehicle Inspection Station, Launceston	3 524	931
Motor Registry, Burnie	....	7 613
Engineering Workshops, Launceston	....	8 022
Marine Branch —		
Purchase of plant and equipment	....	127 367
Precision Tool Annexe —		
Purchase of plant and equipment	166 656	107 963
Purchase new premises	450 680	....
Additions to buildings	....	4 800
Aerodromes — Construction	18 150	13 500
General —		
Computer equipment	555 970	398 517

Appendix 2.1

ROAD TRANSPORT BRANCH

TRAFFIC ACCOUNT

Road Transport Branch and Traffic Engineering Section

Year ended 30 June 1980

1978–79 $	*Payments*		1979–80 $	1978–79 $	*Receipts*	1979–80 $
9 670	Balance brought forward		6 548		Amount received from Treasury for year ended 30 June 1980 for —	
	Road Transport Branch —					
1 933 303	Administration charges	$2 179 231		2 186 000	Road Transport Branch $2 403 500	
103 506	Number plates	69 750		1 038 160	Traffic Engineering Section 1 295 625	
149 180	Traffic control	157 000				3 699 125
				6 548	Balance to next Account	7 902
2 185 989			2 405 981			
	Traffic Engineering Section—					
394 067	Administration charges	464 885				
	Provision and maintenance of traffic facilities —					
	Expended by Transport					
138 968	Commission $168 472					
	Expended by Department of					
73 199	Main Roads 69 525					
		237 997				
15 173	Pedestrian facilities, lighting	25 791				
	Provision and maintenance of traffic control					
413 642	lights	565 825				
			1 294 498			
$3 230 708			$3 707 027	$3 230 708		$3 707 027

Appendix 2.2

ROAD TRANSPORT BRANCH

Motor Taxation Revenue Account Year ended 30 June 1980

1978–79 $	*Payments*	1979–80 $	1978–79 $	*Receipts*	1979–80 $
20 304 208	Amount paid to the Treasury	20 080 095		Fees and charges for motor vehicles — registrations and drivers'	
			4 645 301	licences	3 896 334
			185 318	Number plates	184 365
			11 161	Miscellaneous fees and charges	20 051
			14 440 989	Motor Tax	14 820 608
			1 021 439	Out-of-area permits	1 158 737
$20 304 208		$20 080 095	$20 304 208		$20 080 095

Appendix 2.3

ROAD TRANSPORT BRANCH

Stamp Duty Collection Account

Year ended 30 June 1980

1978–79 $	*Payments*	1979–80 $	1978–79 $	*Receipts*	1979–80 $
4 385 894	Amount paid to the Treasury	5 035 952		Amount collected for stamp duty on new motor vehicles and	
7 181	Refunds of stamp duty	7 811	4 393 075	transfer of motor vehicles	5 043 763
$4 393 075		$5 043 763	$4 393 075		$5 043 763

Appendix 2.4

ROAD TRANSPORT BRANCH

Public Vehicle Licences Years ended 30 June 1979 and 1980

	Number Issued		*Fees*	
	1978-79	*1979-80*	*1978-79*	*1979-80*
			$	$
Cart (motor)	3 556	3 821	21 336	22 926
Cart (trailer)	1 341	1 425	....	....
Carrier (motor)	31	22	146	132
Carrier (trailer)	21	14	....	....
Ancillary (motor)	6 506	6 620	19 684	19 860
Ancillary (trailer)	468	509	....	....
Cab	421	419	1 575	1 568
Hire and drive	2 029	2 251	40 580	45 020
Omnibus	156	181	3 034	3 397
Hire car	67	59	2 010	1 770
Coach	658	664	9 128	9 422
Aircraft	60	52	120	124
Temporary public vehicle	19	....	19	....
	15 333	16 037	97 632	104 219
Transfers, public vehicles	2 251	2 576	2 251	2 576
Transfers, ancillary	780	822	780	822
Duplicates	128	99	124	99
L.P. certificates	778	887	2 334	2 661
Meter tests	705	1 157	1 410	2 314
	19 975	21 578	104 531	112 691
Public vehicle plates and miscellaneous fees	....	....	1 797	1 855
			106 328	114 546
Less refunds	....	....	6 443	....
TOTAL	....	....	$99 885	$114 546

Appendix 2.5

ROAD TRANSPORT BRANCH

Out of Area Permit Fees Year ended 30 June 1980

Commodity	*Number Issued*	*Fees*
		$
Alcohol	642	16 206
Bricks	865	34 980
Cement	1 956	54 346*
Containers	163	8 455
Electrical goods	938	15 987
Food and meat	5 858	130 018
Furniture	2 610	28 967
General goods	8 087	160 247
Iron and steel	627	23 862*
Joinery	350	3 595
Logs	22 406	165 841*
Lime	287	11 794*
Machinery	3 013	52 042
Mixed loads	8 777	194 863
Paint	19	402
Paper	1 591	15 845
Petrol	5 023	68 507
Road materials	5 645	22 972
Roofing	950	15 674
Rubber and canvas	74	2 736
Stock food	1 544	15 009
Superphosphate	1 374	81 609*
Skins	355	3 799
Soft drink and milk	630	25 968
Timber	1 832	29 626*
Trudek	442	6 561
Waste and Scrap	1 331	12 231
	77 389	$1 202 142
Less refunds	....	43 405
Total revenue	....	$1 158 737

NOTE: * Commodities which attract maximum permit fee (4 cents per tonne/kilometre)

Appendix 2.6

ROAD TRANSPORT BRANCH

TRAFFIC INFRINGEMENT NOTICES — NUMBER AND TYPE OF OFFENCES

Year ended 30 June 1980

	Number Issued
Headlamps	9
Signal lamps	182
Registration or licence plate	24
Tyres	450
Wheels	2
Steering	12
Suspension	4
Undue noise	60
Undue smoke	11
Oil leaks	5
Bodywork	2
Footbrake	3
Handbrake	261
Horn	69
Wipers	1
Rear lamps	44
Reflectors and marker lamps	5
Rear-end visibility	7
Driver appearance	1
Unlicensed vehicle	5
Unlicensed driver	2
Unregistered vehicle	3
Contrary to conditions	6
Out of area without permit	1
Overloaded vehicle	5
Overdimensional or overload	143
Mudguards or flaps	77
Others	210
	1 604

NOTE: 'Others' includes any offence not covered by the above headings.

Appendix 2.7

ROAD TRANSPORT BRANCH

Motor and Other Vehicles Registered in Tasmania
1965-66 to 1979-80

	Motor Vehicles (a)						Other Vehicles	
Year	*Cars (b)*	*Lorries*	*Utilities and Panel Vans*	*Motor Cycles*	*Total*	*Per 1 000 of Population*	*Trailers*	*Trade Plates*
1965–66	98 372	9 644	18 625	1 509	128 150	345·2	21 368	354
1966–67	104 866	9 893	19 601	1 604	135 964	361·6	23 902	388
1967–68	108 916	9 731	19 471	2 073	140 191	369·5	25 813	411
1968–69	115 300	9 925	20 164	2 550	147 939	381·3	27 536	434
1969–70	121 675	10 049	20 616	3 071	155 411	396·0	29 753	474
1970–71	127 034	10 233	21 161	3 384	161 812	414·9	31 659	452
1971–72	131 723	10 137	21 127	3 864	166 851	425·6	33 019	457
1972–73	136 732	10 326	21 326	4 616	173 000	436·9	35 118	423
1973–74	145 638	10 981	22 241	6 451	185 311	464·4	37 267	440
1974–75	156 362	11 431	24 043	7 625	199 461	492·5	38 474	450
1975–76	161 211	11 644	25 005	6 793	204 653	502·8	38 739	443
1976–77	167 613	12 180	26 807	5 961	212 561	517·2	41 337	514
1977–78	173 754	12 690	27 970	4 961	219 375	529·9	41 817	498
1978–79	179 069	13 274	29 099	4 471	225 913	542·7	43 028	531
1979–80	182 845	13 677	29 894	5 125	231 541	547·5	43 775	527

(a) Excludes Commonwealth-owned vehicles.
(b) Includes station sedans, ambulances, buses.

Appendix 2.8

ROAD TRANSPORT BRANCH

New Motor Vehicles Registered in Tasmania During Year
1965-66 to 1979-80

Year ended 30 June	*Cars**	*Lorries, Utilities and Panel Vans*	*Motor Cycles*	*Total*
1966	10 133	2 878	207	13 218
1967	10 390	2 611	380	13 381
1968	11 738	2 412	751	14 901
1969	10 858	2 231	754	13 843
1970	11 405	2 267	773	14 445
1971	11 865	2 343	773	14 981
1972	11 891	2 254	942	15 087
1973	13 000	2 654	1 329	16 983
1974	13 711	2 639	2 590	18 940
1975	16 115	3 744	2 635	22 494
1976	14 581	3 642	1 766	19 989
1977	14 405	4 002	1 341	19 748
1978	14 050	3 727	932	18 709
1979	14 070	3 103	812	17 985
1980	13 362	3 118	1 020	17 500

* Includes station sedans, ambulances and buses.

Appendix 2.9

ROAD TRANSPORT BRANCH

Motor Registrations by Vehicle type in Local Government Areas
Year Ended 30 June 1980

Municipality	*Cars**	*Station Sedans*	*Trucks*	*Utilities*	*Panel Vans*	*Trailers*	*Cycles*
Mainland	183	62	27	24	44	64	4
Hobart	22 520	4 471	2 083	1 995	1 919	3 885	623
Clarence	14 142	2 807	585	932	768	4 446	350
Glenorchy	15 275	2 787	1 049	1 380	1 325	4 448	334
	52 120	10 127	3 744	4 331	4 056	12 843	1 311
Launceston	24 766	4 059	1 406	2 303	1 495	6 352	658
St Leonards	1 081	167	59	150	51	335	71
	25 847	4 226	1 465	2 453	1 546	6 687	729
Evandale	621	122	94	159	47	226	30
George Town	2 182	388	149	250	145	644	74
Lilydale	1 352	231	157	244	76	509	59
Beaconsfield	3 511	599	271	518	187	1 263	143
Longford	1 968	311	214	448	88	760	80
	9 634	1 651	885	1 619	543	3 402	386
Burnie	7 942	1 488	716	970	690	2 269	320
Circular Head	2 454	382	508	513	175	790	113
Deloraine	1 727	255	318	463	102	607	85
Devonport	9 889	1 484	765	1 035	647	2 963	401
Kentish	1 307	180	211	315	57	402	88
Latrobe	1 854	256	191	299	107	603	112
Penguin	1 606	298	147	266	115	581	65
Ulverstone	4 709	747	392	661	257	1 467	192
Wynyard	3 943	634	494	548	305	1 279	203
Westbury	1 777	234	245	406	93	598	88
	37 208	5 958	3 987	5 476	2 548	11 559	1 669
Bruny Island	115	32	35	29	10	29	4
Esperance	918	148	139	150	51	262	16
Huon	1 856	338	272	380	121	571	55
Kingborough	5 711	1 076	361	566	352	1 542	173
Port Cygnet	736	118	96	128	51	192	17
	9 336	1 712	903	1 253	585	2 596	265
Brighton	2 049	404	223	295	121	606	39
Glamorgan	458	120	97	169	48	267	30
Green Ponds	227	37	49	55	12	77	3
Richmond	610	109	116	145	35	178	20
Sorell	1 864	360	220	296	145	617	64
Spring Bay	588	128	90	163	31	233	20
New Norfolk	2 918	527	279	473	173	1 180	84
Tasman	393	58	85	120	30	104	12
	9 107	1 743	1 159	1 716	595	3 262	272
Bothwell	216	42	78	91	12	76	7
Campbell Town	447	84	68	133	27	199	15
Hamilton	709	147	142	235	41	246	20
Oatlands	711	103	152	297	30	244	25
Ross	186	27	54	64	12	71	8
	2 269	403	494	820	122	836	75

* Excludes ambulances and buses.

Appendix 2.9 — *continued*

ROAD TRANSPORT BRANCH

Motor Registrations by Vehicle type in Local Government Areas
Year Ended 30 June 1980

Municipality	*Cars**	*Station Sedans*	*Trucks*	*Utilities*	*Panel Vans*	*Trailers*	*Cycles*
Queenstown	1 018	204	90	110	56	318	31
Strahan	142	27	19	21	11	36	1
Zeehan	1 433	349	77	223	117	376	59
Gormanston	39	4	12	7	4	8	Nil
Waratah	498	137	36	66	47	165	19
	3 130	721	234	427	235	903	110
Flinders Island	292	77	64	98	22	36	23
King Island	714	160	158	295	69	169	51
	1 006	237	222	393	91	205	74
Fingal	819	164	127	225	46	363	28
Ringarooma	935	134	159	232	53	336	74
Scottsdale	1 303	235	222	293	73	536	101
Portland	593	130	76	118	45	247	33
	3 650	663	584	868	217	1 482	236
GRAND TOTAL	153 307	27 441	13 677	19 356	10 538	43 775	5 125

* Excludes ambulances and buses.

Appendix 2.10

ROAD TRANSPORT BRANCH

Traffic Accidents — Tasmania
1965-66 to 1979-80

	Accidents Involving Casualties Classified According to Responsibility							*Traffic Accident Casualties*	
Year	*Drivers of Motor Vehicles*	*Motor Cyclists*	*Pedes-trians*	*Vehicular Defects*	*Road Conditions*	*Other Causes*	*Total*	*Persons Killed*	*Persons Injured*
1965–66	900	14	194	40	54	89	1 291	88	1 955
1966–67	973	33	209	31	42	65	1 356	102	2 081
1967–68	996	29	134	38	14	57	1 268	112	1 990
1968–69	1 077	54	125	49	40	55	1 400	122	2 228
1969–70	1 032	70	172	39	33	67	1 413	122	2 268
1970–71	1 004	65	193	33	33	68	1 396	124	2 031
1971–72	1 002	71	192	21	18	67	1 371	118	1 984
1972–73	1 031	81	197	18	25	71	1 423	83	2 052
1973–74	1 053	113	176	24	28	60	1 454	126	2 046
1974–75	1 010	133	195	23	37	68	1 466	120	2 061
1975–76	1 019	140	156	42	81	64	1 502	107	2 160
1976–77	1 106	134	176	39	74	77	1 606	103	2 314
1977–78	1 214	112	129	39	92	88	1 674	118	2 402
1978–79	1 089	86	157	31	100	74	1 537	98	2 113
1979–80	1 066	100	148	32	86	78	1 510	77	2 140

Appendix 2.11

ROAD TRANSPORT BRANCH

Summary of Accidents and Casualties—Tasmania
1969-70 to 1979-80

Year ended 30 June	Accidents Involving Casualties	Killed			Injured		
		Males	Females	Total	Males	Females	Total
1970	1 413	79	43	122	1 586	732	2 268
1971	1 396	94	30	124	1 354	677	2 031
1972	1 371	93	25	118	1 289	695	1 984
1973	1 423	61	22	83	1 320	732	2 052
1974	1 454	102	24	126	1 330	716	2 046
1975	1 466	92	28	120	1 314	747	2 061
1976	1 502	85	22	107	1 378	782	2 160
1977	1 606	79	24	103	1 452	862	2 314
1978	1 674	88	30	118	1 514	888	2 402
1979	1 537	69	29	98	1 338	775	2 113
1980	1 510	61	16	77	1 329	811	2 140

Appendix 2.12

ROAD TRANSPORT BRANCH

Summary of Accidents and Casualty Rates—Tasmania
1969-70 to 1979-80

Year ended 30 June	Per 10 000 Motor Vehicles on Register (a)	Per 10 000 of Mean Population	Per 10 000 Motor Vehicles on Register (a)		Per 10 000 of Mean Population	
			Killed	Injured	Killed	Injured
1970	93	36·5	8·0	150	3·2	58·7
1971	89	35·8	7·9	129	3·2	52·1
1972	83	34·9	7·2	120	3·0	50·6
1973	83	36·0	4·8	119	2·1	51·9
1974	81	36·5	7·0	114	3·2	51·4
1975	77	36.4	6·3	108	3·0	51·2
1976	74	37·0	5·3	107	2·6	53·2
1977	77	39·3	4·9	110	2·5	56·6
1978	78	40·6	5·5	112	2·9	58·3
1979	69	37·0	4·4	95	2·4	50·9
1980	66	35·9	3·4	93	1·8	50·9

(a) Based on Average number of motor vehicles (including motor cycles) on the Register.

Appendix 2.13

ROAD TRANSPORT BRANCH

TYPES OF ROAD USERS KILLED OR INJURED—TASMANIA

Year ended 30 June 1980

Type of Road User	Males		Females		Persons	
	Killed	Injured	Killed	Injured	Killed	Injured
Drivers of Motor Vehicles	29	649	4	300	33	949
Motor Cyclists	5	160	....	10	5	170
Pedal Cyclists	1	31	....	3	1	34
Passengers—Motor Vehicles	11	366	6	410	17	776
Motor Cycles	1	21	....	13	1	34
Pedal Cycles	....	....	....	....	....	....
Pedestrians	14	100	6	74	20	174
Horseriders	....	2	....	1	....	3
TOTAL	61	1 329	16	811	77	2 140

Appendix 3.1

MARINE BRANCH

COASTAL SHIPPING SERVICE

Balance Sheet as at 30 June 1980

		$	$
(A) NATURE AND SOURCE OF FUNDS—			
(1) For Permanent Capital:			
(a) From Interest bearing loans by State Treasury less amounts written off and repayments		....	1 702 343
(b) From interest bearing loans by Australian Government less repayment—M.V. 'Straitsman'		....	829 206
(2) For Working Capital:			
From interest bearing advances by State Treasury for Working expenses and purchase of stores	745 436		
Less Deficit 1.7.79 — 30.6.80	924 592		
			179 156*Dr*
(3) Loan Redemption Reserve Account		....	114 644
(4) Contribution by Australian Government towards Reduction of Loan Liability year ended 30.6.80		....	24 958
			$2 491 995
(B) THIS SUM IS REPRESENTED BY—			
(1) Fixed Assets			
(a) Marine Vessels	1 977 857		
(b) Buildings, Plants and Equipment	1 283 130		
	3 260 987		
Less Provision for Depreciation	1 993 174		
			1 267 813
(2) Investments:			
Depreciation Account invested with State Sinking Fund Commissioners		....	1 137 787
(3) Deferred Assets		....	12 245
(4) Current Assets:	$		
Advances	240		
Sundry Debtors	348 561		
Stock	46 698		
Prepayments	25 516		
		421 015	
Less Current Liabilities—			
Sundry Creditors	211 791		
Motor Vehicle Insurance Fund	690		
Workers' Compensation Fund	134 384		
		346 865	
			74 150
			$2 491 995

Appendix 3.2

MARINE BRANCH

TRADING ACCOUNT, COASTAL SHIPPING SERVICE

Year ended 30 June 1980

1978–79 $	*Payments*	1979–80 $	1978–79 $	*Receipts*	1979–80 $
461 343	Superintendence and shore expenses	517 923	2 140 984	Freights	2 681 461
1 991 751	Operating expenses	2 281 869	101 656	Miscellaneous	14 323
219 012	Repairs and maintenance, vessel	218 964			
12 201	Repairs and maintenance, wharves and buildings	11 836	2 242 640		2 695 784
95 271	Other expenses	20 913	847 702	Balance carried to Consolidated Trading Account	673 850
2 779 578		3 051 505			
290 557	Provision for Depreciation	301 338			
20 207	Special provision for loan redemption	16 791			
$3 090 342		$3 369 634	$3 090 342		$3 369 634

Appendix 3.3

MARINE BRANCH

PROFIT AND LOSS ACCOUNT, COASTAL SHIPPING SERVICE

Year ended 30 June 1980

1978–79 $	*Debit*	1979–80 $	1978–79 $	*Credit*	1979–80 $
847 702	Balance from Trading Account	673 850	....	Profit on Sale of Assets	3 905
267 924	Interest on Treasury Loans	250 413	1 119 788	Balance — Net Loss	924 592
4 162	Interest on Depreciation Fund moneys used for purchase of new assets	4 234			
$1 119 788		$928 497	$1 119 788		$928 497

Appendix 3.1

MARINE BRANCH

COASTAL SHIPPING SERVICE

Balance Sheet as at 30 June 1980

	$	$
(A) NATURE AND SOURCE OF FUNDS—		
(1) **For Permanent Capital:**		
(a) From Interest bearing loans by State Treasury less amounts written off and repayments	....	1 702 343
(b) From interest bearing loans by Australian Government less repayment—M.V. 'Straitsman'	....	829 206
(2) **For Working Capital:**		
From interest bearing advances by State Treasury for Working expenses and purchase of stores	745 436	
Less Deficit 1.7.79 — 30.6.80	924 592	
		179 156*Dr*
(3) **Loan Redemption Reserve Account**	....	114 644
(4) **Contribution by Australian Government towards Reduction of Loan Liability year ended 30.6.80**	....	24 958
		$2 491 995
(B) THIS SUM IS REPRESENTED BY—		
(1) **Fixed Assets**		
(a) Marine Vessels	1 977 857	
(b) Buildings, Plants and Equipment	1 283 130	
	3 260 987	
Less Provision for Depreciation	1 993 174	
		1 267 813
(2) **Investments:**		
Depreciation Account invested with State Sinking Fund Commissioners	....	1 137 787
(3) **Deferred Assets**	....	12 245
(4) **Current Assets:**	$	
Advances	240	
Sundry Debtors	348 561	
Stock	46 698	
Prepayments	25 516	
	421 015	
Less Current Liabilities—		
Sundry Creditors	211 791	
Motor Vehicle Insurance Fund	690	
Workers' Compensation Fund	134 384	
	346 865	
		74 150
		$2 491 995

Appendix 3.2

MARINE BRANCH

TRADING ACCOUNT, COASTAL SHIPPING SERVICE

Year ended 30 June 1980

1978–79 $	*Payments*	1979–80 $	1978–79 $	*Receipts*	1979–80 $
461 343	Superintendence and shore expenses	517 923	2 140 984	Freights	2 681 461
1 991 751	Operating expenses	2 281 869	101 656	Miscellaneous	14 323
219 012	Repairs and maintenance, vessel	218 964			
12 201	Repairs and maintenance, wharves and buildings	11 836	2 242 640		2 695 784
95 271	Other expenses	20 913	847 702	Balance carried to Consolidated Trading Account	673 850
2 779 578		3 051 505			
290 557	Provision for Depreciation	301 338			
20 207	Special provision for loan redemption	16 791			
$3 090 342		$3 369 634	$3 090 342		$3 369 634

Appendix 3.3

MARINE BRANCH

PROFIT AND LOSS ACCOUNT, COASTAL SHIPPING SERVICE

Year ended 30 June 1980

1978–79 $	*Debit*	1979–80 $	1978–79 $	*Credit*	1979–80 $
847 702	Balance from Trading Account	673 850	....	Profit on Sale of Assets	3 905
267 924	Interest on Treasury Loans	250 413	1 119 788	Balance — Net Loss	924 592
4 162	Interest on Depreciation Fund moneys used for purchase of new assets	4 234			
$1 119 788		$928 497	$1 119 788		$928 497

Appendix 3.4

MARINE BRANCH

Statement of Tonnage and Livestock Carried

Years ended 30 June 1979 and 1980

	1978-79			1979-80		
	Sheep	*Cattle*	*General Cargo*	*Sheep*	*Cattle*	*General Cargo*
	(No.)	(No.)	(Cargo Tonnes)*	(No.)	(No.)	(Cargo Tonnes)*
Tasmanian Ports/Victoria—						
Ex Melbourne	6	20	21 504	5	21	3 040
Ex Stanley	656	3 009	32 355	4 166	3 204	19 342
	662	3 029	53 859	4 171	3 225	22 382
King Island/Tasmania—						
Ex King Island	1 399	7 492	5 498	2 315	6 815	1 881
Ex Stanley	396	326	11 488	1 801	725	9 641
	1 795	7 818	16 986	4 116	7 540	11 522
King Island/Victoria—						
Ex King Island	15 780	14 440	21 883	15 192	8 644	12 164
Ex Melbourne	42	35	34 242	741	34	18 909
	15 822	14 475	56 125	15 933	8 678	31 073
Flinders Island/Tasmania —						
Ex Flinders Island	1 798	1 130	....	....	....	....
Ex Launceston	86	1	169	....	....	....
Ex Stanley	....	....	78	....	....	....
	1 884	1 131	247	....	....	....
Flinders Island/Victoria						
Ex Flinders Island	4 668	222	98	....	....	....
Ex Melbourne	....	4	110	....	....	....
	4 668	226	208	....	....	....
TOTAL	24 831	26 679	127 425	24 220	19 443	64 977

SUMMARY OF LIVESTOCK SHIPMENTS

Years ended 30 June 1979 and 1980

	1978-79			1979-80		
	Cattle	*Sheep*	*Pigs*	*Cattle*	*Sheep*	*Pigs*
From—						
King Island	21 932	17 179	959	15 459	17 507	329
Stanley	3 335	1 052	9	3 929	5 967	7
Melbourne	59	48	....	55	746	5
Flinders Island	1 352	6 466	....	....	....	....
Launceston	1	86	....	....	....	....
TOTAL	26 679	24 831	968	19 443	24 220	341

Appendix 3.4 — *continued*

SUMMARY OF GENERAL CARGO SHIPMENTS

Years ended 30 June 1979 and 1980

	*1978-79 (Cargo Tonnes)**	*1979-80 (Cargo Tonnes)**
From —		
Melbourne	55 856	21 949
King Island	27 381	14 045
Stanley	43 921	28 983
Flinders Island	98	....
Launceston	169	....
TOTAL	127 425	64 977

* A cargo tonne is a mixed unit of weight measure (tonnes) and volume measure (cubic metres).

Appendix 3.5

MARINE BRANCH

VOYAGE STATISTICS — M.V. 'STRAITSMAN'

Years ended 30 June 1979 and 1980

	1978-79	*1979-80*
Voyages Out of—		
Melbourne	118	128
King Island	86	106
Stanley	89	98
TOTAL	293	332

Appendix 3.4

MARINE BRANCH

Statement of Tonnage and Livestock Carried

Years ended 30 June 1979 and 1980

	1978-79			1979-80		
	Sheep	*Cattle*	*General Cargo*	*Sheep*	*Cattle*	*General Cargo*
	(No.)	(No.)	(Cargo Tonnes)*	(No.)	(No.)	(Cargo Tonnes)*
Tasmanian Ports/Victoria—						
Ex Melbourne	6	20	21 504	5	21	3 040
Ex Stanley	656	3 009	32 355	4 166	3 204	19 342
	662	3 029	53 859	4 171	3 225	22 382
King Island/Tasmania—						
Ex King Island	1 399	7 492	5 498	2 315	6 815	1 881
Ex Stanley	396	326	11 488	1 801	725	9 641
	1 795	7 818	16 986	4 116	7 540	11 522
King Island/Victoria—						
Ex King Island	15 780	14 440	21 883	15 192	8 644	12 164
Ex Melbourne	42	35	34 242	741	34	18 909
	15 822	14 475	56 125	15 933	8 678	31 073
Flinders Island/Tasmania—						
Ex Flinders Island	1 798	1 130	....	....	....	....
Ex Launceston	86	1	169	....	....	....
Ex Stanley	....	....	78	....	....	....
	1 884	1 131	247	....	....	....
Flinders Island/Victoria						
Ex Flinders Island	4 668	222	98	....	....	....
Ex Melbourne	....	4	110	....	....	....
	4 668	226	208	....	....	....
TOTAL	24 831	26 679	127 425	24 220	19 443	64 977

SUMMARY OF LIVESTOCK SHIPMENTS

Years ended 30 June 1979 and 1980

	1978-79			1979-80		
	Cattle	*Sheep*	*Pigs*	*Cattle*	*Sheep*	*Pigs*
From—						
King Island	21 932	17 179	959	15 459	17 507	329
Stanley	3 335	1 052	9	3 929	5 967	7
Melbourne	59	48	....	55	746	5
Flinders Island	1 352	6 466	....	....	....	....
Launceston	1	86	....	....	....	....
TOTAL	26 679	24 831	968	19 443	24 220	341

Appendix 3.4 — *continued*

SUMMARY OF GENERAL CARGO SHIPMENTS

Years ended 30 June 1979 and 1980

	*1978-79 (Cargo Tonnes)**	*1979-80 (Cargo Tonnes)**
From —		
Melbourne	55 856	21 949
King Island	27 381	14 045
Stanley	43 921	28 983
Flinders Island	98	....
Launceston	169	....
TOTAL	127 425	64 977

* A cargo tonne is a mixed unit of weight measure (tonnes) and volume measure (cubic metres).

Appendix 3.5

MARINE BRANCH

VOYAGE STATISTICS — M.V. 'STRAITSMAN'

Years ended 30 June 1979 and 1980

	1978-79	*1979-80*
Voyages Out of—		
Melbourne	118	128
King Island	86	106
Stanley	89	98
TOTAL	293	332

Appendix 3.6

MARINE BRANCH

BRUNY ISLAND FERRY SERVICE

Balance Sheet as at 30 June 1980

		$	$
(A) NATURE AND SOURCE OF FUNDS—			
(1) For Permanent Capital:			
From interest bearing loans by State Treasury less amounts written off and repayments		....	1 106 895
(2) For Working Capital:			
From interest bearing advances by State Treasury for Working Expenses and purchase of stores	620 254		
Less Deficit 1.7.79-30.6.80	634 587		
			14 333*Dr*
(3) Loan Redemption Reserve Account:		....	32 003
(4) Contribution by Australian Government towards reduction of Loan Liability year 30.6.80		....	8 280
			$1 132 845
(B) THIS SUM IS REPRESENTED BY—			
(1) Fixed Assets:			
(a) Marine Vessels	614 145		
(b) Berths and Equipment	558 178		
	1 172 323		
Less Provision for Depreciation	344 269		
			828 054
(2) Investment:			
Depreciation account invested with State Sinking Fund Commissioners		....	294 078
(3) Deferred Assets		....	9 071
Current Assets:			
Advances	$400		
Sundry Debtors	3 773		
Stock	31 146		
Prepayments	4 422		
		39 741	
Less Current Liabilities—			
Sundry Creditors	12 133		
Workers Compensation Fund	25 506		
Motor Vehicle Insurance Fund	460		
		38 099	
			1 642
			$1 132 845

Appendix 3.7

MARINE BRANCH

TRADING ACCOUNT, BRUNY ISLAND FERRY SERVICE

Year ended 30 June 1980

1978-79 $	*Payments*	1979-80 $	1978-79 $	*Receipts*	1979-80 $
105 537	Superintendence and shore expenses	119 374	98 766	Fares and Freights	101 835
284 398	Operating expenses	346 755	474 869	Balance carried to Consolidated Trading Account	519 960
98 082	Repairs and maintenance, vessels	77 967			
11 572	Repairs and maintenance, wharves and buildings	4 741			
499 589		548 837			
62 346	Provision for Depreciation	62 136			
11 700	Special provision for loan redemption	10 822			
$573 635		$621 795	$573 635		$621 795

Appendix 3.8

MARINE BRANCH

PROFIT AND LOSS ACCOUNT, BRUNY ISLAND FERRY SERVICE

Year ended 30 June 1980

1978-79 $	*Debit*	1979-80 $	1978-79 $	*Credit*	1979-80 $
474 869	Balance from Trading Account	519 960	581 072	Balance — Net Loss	634 587
105 531	Interest on Treasury Loans	114 615			
672	Interest on Depreciation Fund moneys used for purchase of new assets	12			
$581 072		$634 587	$581 072		$634 587

Appendix 3.6

MARINE BRANCH

BRUNY ISLAND FERRY SERVICE

Balance Sheet as at 30 June 1980

	$	$
(A) NATURE AND SOURCE OF FUNDS—		
(1) For Permanent Capital:		
From interest bearing loans by State Treasury less amounts written off and repayments	....	1 106 895
(2) For Working Capital:		
From interest bearing advances by State Treasury for Working Expenses and purchase of stores	620 254	
Less Deficit 1.7.79-30.6.80	634 587	
	....	14 333*Dr*
(3) Loan Redemption Reserve Account:	....	32 003
(4) Contribution by Australian Government towards reduction of Loan Liability year 30.6.80	....	8 280
		$1 132 845
(B) THIS SUM IS REPRESENTED BY—		
(1) Fixed Assets:		
(a) Marine Vessels	614 145	
(b) Berths and Equipment	558 178	
	1 172 323	
Less Provision for Depreciation	344 269	
		828 054
(2) Investment:		
Depreciation account invested with State Sinking Fund Commissioners	....	294 078
(3) Deferred Assets	....	9 071
Current Assets:		
Advances	$400	
Sundry Debtors	3 773	
Stock	31 146	
Prepayments	4 422	
	39 741	
Less Current Liabilities—		
Sundry Creditors	12 133	
Workers Compensation Fund	25 506	
Motor Vehicle Insurance Fund	460	
	38 099	
		1 642
		$1 132 845

Appendix 3.7

MARINE BRANCH

TRADING ACCOUNT, BRUNY ISLAND FERRY SERVICE

Year ended 30 June 1980

1978-79	*Payments*	1979-80	1978-79	*Receipts*	1979-80
$		$	$		$
105 537	Superintendence and shore expenses	119 374	98 766	Fares and Freights	101 835
284 398	Operating expenses	346 755	474 869	Balance carried to Consolidated Trading Account	519 960
98 082	Repairs and maintenance, vessels	77 967			
11 572	Repairs and maintenance, wharves and buildings	4 741			
499 589		548 837			
62 346	Provision for Depreciation	62 136			
11 700	Special provision for loan redemption	10 822			
$573 635		$621 795	$573 635		$621 795

Appendix 3.8

MARINE BRANCH

PROFIT AND LOSS ACCOUNT, BRUNY ISLAND FERRY SERVICE

Year ended 30 June 1980

1978-79	*Debit*	1979-80	1978-79	*Credit*	1979-80
$		$	$		$
474 869	Balance from Trading Account	519 960	581 072	Balance — Net Loss	634 587
105 531	Interest on Treasury Loans	114 615			
672	Interest on Depreciation Fund moneys used for purchase of new assets	12			
$581 072		$634 587	$581 072		$634 587

Appendix 3.9

MARINE BRANCH

BRUNY ISLAND FERRY SERVICE — VEHICLE STATISTICS

Year ended 30 June 1980

Type of Vehicle	*1978-79*	*1979-80*
Cars, utilities and flat top trucks up to 1·5 tonnes tare	42 730	42 626
Utilities and non-articulated trucks over 1·5 tonnes tare	2 614*	2 734*
Trailers and caravans under 5 metres in length	3 678†	3 506†
Trailers and caravans over 5 metres in length	420‡	394‡
Motor cycles	428	640
Semi-trailers and other articulated vehicles	948§	1 306§
Passenger buses	50¶	60¶
Tractors and self-propelled machines under 5 metres in length	8	14
Tractors and self-propelled machines over 5 metres in length	8‖	4‖
Permanent residents free transport	12 610	15 082
	63 494	66 366

Figures in brackets represent corresponding 12 months 1978–79.
* Includes 972 (952) vehicles carried at residents concession rate.
† Includes 206 (358) vehicles carried at residents concession rate.
‡ Includes – (2) vehicles carried at residents concession rate.
§ Includes 568 (206) vehicles carried at residents concession rate.
¶ Includes 2 (4) vehicles carried at residents concession rate.
‖ Includes – (2) vehicles carried at residents concession rate.

Appendix 4.1

PRECISION TOOL ANNEXE

Balance Sheet as at 30 June 1980

	$	$
(A) NATURE AND SOURCE OF FUNDS—		
(1) For Permanent Capital:		
(a) From interest bearing loans by State Treasury, less amounts written off and repayments	....	1 310 355
(b) From non-interest bearing contributions (Australian Government) being value of machine tools and equipment on loan	....	106 166
(2) For Working Capital:		
From interest bearing advances by State Treasury for working expenses, purchases and manufacture of stores	1 024 764	
Less Appropriation Debit Balance at 30 June 1980	318 039	
		706 725
(3) Reserves and Provisions:		
Loan Redemption Provision	36 011	
Annual and Long Service Leave Provision	72 328	
Australian Government Contribution to Reduction of Loan Liability	6 817	
		115 156
		$2 238 402
(B) THIS SUM IS REPRESENTED BY—		
(1) Fixed Assets:		
(a) Buildings	811 025	
(b) Plant and Equipment	923 825	
	1 734 850	
Less Provision for Depreciation	336 274	
		1 398 576
(2) Investment:		
Depreciation Account invested with State Sinking Fund Commissioners	....	52 013*Cr*
(3) Current Assets:		
Bank	$17 098	
Advance	80	
Sundry Debtors	354 621	
Stock	320 463	
Works in progress	243 284	
Prepayments	412	
	935 958	
Less Current Liabilities		
Sundry Creditors	41 662	
Workers Compensation Fund	2 457	
	44 119	
		891 839
		$2 238 402

Appendix 3.9

MARINE BRANCH

BRUNY ISLAND FERRY SERVICE — VEHICLE STATISTICS

Year ended 30 June 1980

Type of Vehicle	*1978-79*	*1979-80*
Cars, utilities and flat top trucks up to 1·5 tonnes tare	42 730	42 626
Utilities and non-articulated trucks over 1·5 tonnes tare	2 614*	2 734*
Trailers and caravans under 5 metres in length	3 678†	3 506†
Trailers and caravans over 5 metres in length	420‡	394‡
Motor cycles	428	640
Semi-trailers and other articulated vehicles	948§	1 306§
Passenger buses	50¶	60¶
Tractors and self-propelled machines under 5 metres in length	8	14
Tractors and self-propelled machines over 5 metres in length	8‖	4‖
Permanent residents free transport	12 610	15 082
	63 494	66 366

Figures in brackets represent corresponding 12 months 1978–79.
* Includes 972 (952) vehicles carried at residents concession rate.
† Includes 206 (358) vehicles carried at residents concession rate.
‡ Includes – (2) vehicles carried at residents concession rate.
§ Includes 568 (206) vehicles carried at residents concession rate.
¶ Includes 2 (4) vehicles carried at residents concession rate.
‖ Includes – (2) vehicles carried at residents concession rate.

Appendix 4.1

PRECISION TOOL ANNEXE

Balance Sheet as at 30 June 1980

	$	$
(A) NATURE AND SOURCE OF FUNDS —		
(1) **For Permanent Capital:**		
(a) From interest bearing loans by State Treasury, less amounts written off and repayments	....	1 310 355
(b) From non-interest bearing contributions (Australian Government) being value of machine tools and equipment on loan	....	106 166
(2) **For Working Capital:**		
From interest bearing advances by State Treasury for working expenses, purchases and manufacture of stores	1 024 764	
Less Appropriation Debit Balance at 30 June 1980	318 039	
		706 725
(3) **Reserves and Provisions:**		
Loan Redemption Provision	36 011	
Annual and Long Service Leave Provision	72 328	
Australian Government Contribution to Reduction of Loan Liability	6 817	
		115 156
		$2 238 402
(B) THIS SUM IS REPRESENTED BY—		
(1) **Fixed Assets:**		
(a) Buildings	811 025	
(b) Plant and Equipment	923 825	
	1 734 850	
Less Provision for Depreciation	336 274	
		1 398 576
(2) **Investment:**		
Depreciation Account invested with State Sinking Fund Commissioners	....	52 013 *Cr*
(3) **Current Assets:**		
Bank	$17 098	
Advance	80	
Sundry Debtors	354 621	
Stock	320 463	
Works in progress	243 284	
Prepayments	412	
	935 958	
Less Current Liabilities		
Sundry Creditors	41 662	
Workers Compensation Fund	2 457	
	44 119	
		891 839
		$2 238 402

Appendix 4.2

PRECISION TOOL ANNEXE

TRADING ACCOUNT

Year ended 30 June 1980

1978-79 $	*Payments*	1979-80 $	1978-79 $	*Receipts*	1979-80 $
1 208 020	Cost of manufacture	1 538 342	1 128 542	Sales	1 482 838
60 649	Provision for depreciation	72 524	5 000	Miscellaneous	2 138
6 363	Provision for loan redemption	12 272	12 534	Subsidies Apprenticeship and N.E.A.T. Schemes	5 680
....	Balance carried to Consolidated Trading Account	....	128 956	Balance carried to Consolidated Trading Account	132 482
$1 275 032		$1 623 138	$1 275 032		$1 623 138

Appendix 4.3

PRECISION TOOL ANNEXE

PROFIT AND LOSS ACCOUNT

Year ended 30 June 1980

1978-79 $	*Debit*	1979-80 $	1978-79 $	*Credit*	1979-80 $
128 956	Balance from Trading Account	132 482	....	Balance from Trading Account	....
107 944	Interest on Treasury Loans	158 012	249 010	Balance — Net Loss	318 040
12 110	Interest on Depreciation Fund Moneys used for purchase of new assets	27 546			
$249 010		$318 040	$249 010		$318 040

I. C. CARTER, Acting Government Printer, Tasmania